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USSR Report

TRANSPORTATION

No. 16

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AIR

L-410 UVP AIRPLANE PREPARED FOR PASSENGER SERVICE

Moscow VOZDUSHNYY TRANSPORT in Russian 21 Jun 80 p 1

[Article by nonstaff correspondent G. Zimina: "The Wide-Open Spaces East of the Volga for the New Mini Airliner" Saratovskaya Oblast]

[Text] The final stage of service tests of the new L-410 STOL airplane is now underway at the Saratov Aircraft Enterprise.

An airplane appeared above the people of Bakur, made a positioning circuit and having landed on the unpaved runway, taxied away to the hardstanding.

"That is not ours," announced one of the seasoned Bakur passengers authoritatively. "Ours has different wings and only one engine." Landing for the first time at the local airfield, the white-and-blue L-410 looks decidedly elegant compared with the usual AN-2 workhorse. The smoothly shaped curve of the "beak" with the two landing lights was a design decision taking into account the present-day requirement for a separate compartment for the flight deck. And inside...two rows of soft reclining seats, ventilation switches, two-tone plastic trim, a coat rack.

Today the new airplane is undergoing service tests. In fact the airplane with the small LET sign on the fuselage--the maker's name--has already been in service on local routes within the country for several years, but the one on which we flew in has a feature of its own--the extra letters added to the "trademark." It is called the L-410 UVP. [Russian for STOL] These letters stand for short takeoff and landing, one of the airplane's capabilities. This modification was developed and produced by the Czechoslovak airplane makers specially on order from Soviet fliers.

A. Bogachev, chief of the Bakur airfield, points out that it has been possible to "divide" the land on his business. The airfield has become longer and narrower. Senior air traffic controller for the airports of the local air routes of the Saratov Aircraft Enterprise, N. Sapozhnikov, and commander of the flying subunit (podrazdeleniye) S. Aksenov, to whom the new airplanes

have been registered, fussily examine each wrinkle in the ground. Everything has to be pressed down again and again, this is needed, that is needed.... Although it is intended to start the passenger flights of the L-410 UVP at Saratov somewhat earlier than the planned periods, there is still time, and the blemishes noticed will undoubtedly be removed.

First secretary of the CPSU Dukhovnitskiy raykom N. Zhilyakov, for example, was telling how this region, which has a population of more than 17,000, has no railroad, how the bus takes several hours to go to Saratov, and how people have to live in the center and cannot go on holidays to the seaside or visit the museums and theaters of the capital. An airplane capable of taking the rural inhabitants to town in less than an hour is scarcely a panacea for every kind of transportation confusion and misfortune.

"And that is if it flies regularly," the secretary added hopefully and glanced inquiringly at the deputy commander of the flying subunit, V. Shikholeyev.

"It will be regular and fast," he reassured them. "The new airplane is different from the AN-2; it can fly twice as fast and much more reliably. It has two engines and this alone creates a whole set of advantages in the sense of comfort and flight safety. In addition, modern navigational aids, as for example, the two radio compasses, are similar to those aboard the TU-154 airliner and make it possible for our "baby" to extend considerably the range of conditions in which it can take off and land compared with the AN-2. And the autofeathering device, the automatic bank control, and other technical innovations make it even more reliable than even the L-410M which is familiar to many passengers. It can be flown visually like the AN-2 or on instruments, as in, let us say the AN-24 or the Yak-40."

On that day we happened to be in three local airfields. Bound for Dukhovnitskiy, following the flight plan we passed Balashov, and in a hurry to arrive at the intended time, Shikholeyev hurried onto the flight deck. One of the first pilots at the aircraft enterprise to master the new airplane, today is sitting in the righthand seat: as an instructor he is breaking in a "new" L-410 UVP commander, Yu. Kostyukov. Here too, even though in a passenger's seat, future second pilot V. Dormidontov carries out his duties as much as he can. About 30 people have already undergone appropriate re-training. Pilots such as V. Peremot, deputy commander of the aircraft enterprise flying service and commander of aircraft S. Fursenko, L. Parfenov, A. Lvov, second pilots S. Yanyushkin, S. Kovalev and others trained in Yakutsk where the L-410M has long been in service, in L'vov at the base of the import engineering representation, and at the training subunit at the Kuybyshev aircraft enterprise. The best, the most experienced became instructors and help the rest.

...We were approaching Saratov. Judging from what could be seen just from the height of the waves on the Volga, the wind was still increasing. But this is no problem for the L-410 and the landing--even on that day--was just as if it had been set down there without any deviation from the normal

landing. Sticking to the rules, the technicians of the airfield technical services took the tired aircraft under their care. At Saratov a special engineering and technical group has been set up to look after the L-410 UVP, including, under the leadership of V. Samorodov, leading airport technical services specialists N. Shelagayev, V. Vilkov, G. Chokarev, A. Druz and others. They have successfully mastered the refinements of the new airplane and skillfully copy with the special features of the recently acquired instrument sets for ground and laboratory maintenance.

Says the commander of the Saratov Aircraft Enterprise N. Pursenko: "The airport technical services, the aircrews and subunits, and the airfields on the local routes are all very important links in the service tests and the preparation of the L-410 for passenger service, with which--I make no secret of it--certain hopes are connected. Saratovskaya Oblast is one of the largest in Povolzhye and the transportation problem here is quite acute. The airplane is one way to solve it. But compared with previous years the numbers of passengers carried on local routes has fallen off considerably. The fact is that the AN-2 is not capable of meeting the growing demands for reliability and regular flights. Its use is also limited by the fact that over the years our airfield has 'grown' into a town suburb of Saratov. The L-410 UVP is considerably better in terms of its flight characteristics and can provide the required regularity and a higher speed for transportation. With its help we figure that in time we shall increase transportation by a factor of 1.5. And at the same time the number of crews and airplanes will be cut back. Just consider this fact as an example: with six L-410's and given the same number of flying hours it is possible to handle 7 percent more flights than with the AN-2.

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RAILROAD

POTENTIAL OF BAM, SOME PROBLEMS DISCUSSED

Overview of BAM Program

Moscow NEDELYA in Russian No 23, 1980 p 17

[Article by A. Yevseyev: "Program for the BAM"]

[Text] A few days ago we were given a rare opportunity to examine the future BAM [Baykal-Amur Trunk Rail Line]. More precisely--to look at the future of those areas adjoining the BAM to which it is, so to speak, giving a new life.

It arose before us, that future, in the form of a countless multitude of large and small numbers, graphs, and tables which filled all 200 pages, from the first to the last, of the draft of the comprehensive program for development of the BAM zone. That same program which is among the priority special-purpose comprehensive programs. The one which, we recall, was discussed in a decree of the CPSU Central Committee and USSR Council of Ministers on improvement of the economic mechanism. And now 10 months later the Scientific Council of the USSR Academy of Sciences for Problems of the BAM is submitting it for the judgment of scientists and practitioners, for the judgment of those who are to work on carrying out this document.

Everything was very workaday and ordinary: in the building of the Presidium of the USSR Academy of Sciences, in a small concert hall embellished with a marble colonnade, A. G. Aganbegyan, member of the academy and chairman of the Scientific Council, submitted a new document. He spoke about how this is the first such comprehensive program and about how very necessary it is today, because approximately 1,700 km of the BAM have already been built and everything is aimed at having the large trunk line go into operation during the next 5-year period. He recalled that the geologists did a great deal of good work in the BAM zone, and today we already have an idea of the kind of resources concealed in the "local storehouses." But extracting them will take quite a bit of time and effort, and therefore the initial contribution of the BAM to the country's economy will consist mainly of the region's output of timber and coal. And only thereafter will come minerals and the products of metallurgy.

And then representatives of the very ministries, departments and regions whose interests are related in one way or another to the BAM succeeded one another at the speaker's rostrum. They recalled that developing the new region means not only building new enterprises, but starting right from scratch with things like roads and housing. And about building there a new center of heavy industry like the Kuzbass, for which the raw materials exist. Where to "put" it is still an open question. And about how reality necessitates greater emphasis on the project planning of the enterprises of Udokan--an extremely rich copper deposit.

What else did we hear about in the circular hall of the Presidium of the USSR Academy of Sciences?

About how the future of the new region is being planned--that is, even today there is concern about a thousand very different things. Such things, say, as living conditions in the North, the training of future personnel, creation of a Green Bridge to the BAM, by which in simpler terms is meant an air route from the southern regions which would furnish fresh fruits and vegetables to the people of the BAM zone.

Defining the future zones of the BAM involves defining man's relations with nature, which in that place is particularly devoid of protection and therefore must be given particular attention--that is another idea which was repeatedly expressed in the hall of the Presidium of the USSR Academy of Sciences. Naturally, there was also discussion of the future of the 100,000 builders of the BAM and of possible alternatives in using their efforts in the future.

So you see the kind of ideas that are already preoccupying the minds of those designing the BAM zone! But everything is going as planned: the forecasts are based on sober and precise computations and originate in the possibilities of the present and future.

... I leafed through this volume, which embodied several years of work by Siberian scientists. Here is what it says about the first and initial stage of developing the new zone: construction of the BAM will be completed in 1986. Creation of the Southern Yakutia Regional Industrial Complex (extremely rich reserves of coking coal, iron ore and apatites) is nearing completion. And even more--reconstruction of highways along the route is nearing an end.

Draft?

No, not merely a draft. Rather a plan of operation which science intends. A plan which today is being put up for discussion, but tomorrow will thereby become the "future" which is being born before our very eyes.

Development Potential

Moscow GUDOK in Russian 11 Jun 80 p 1

[Article: "Siberia: A Strategy of Acceleration"]

[Text] Siberia, an inseparable part of the unified national economic complex, is exerting an ever growing influence on the country's economy. The future augmentation of the region's economic potential and its enhanced role in all-union production--that is the topic of an all-union scientific conference which opened today on the campus of the Siberian Department of the USSR Academy of Sciences.

Carrying out the decisions of the 25th CPSU Congress and the instructions and recommendations expressed by Comrade L. I. Brezhnev during his trip to the regions of Siberia and the Far East, the country's scientists have been making a solid contribution to speeding up that region's rates of development. A very important result of the last decade was creation of the country's largest source of fuel and energy in Siberia, noted G. I. Marchuk, member of the academy, deputy chairman of the USSR Council of Ministers, and chairman of the USSR State Committee for Science and Technology, who spoke at the conference. He emphasized that construction of the BAM and economic development of the zone adjoining the main rail line has marked the beginning of fulfillment of a new large-scale program for developing Siberia and the Far East. After discussing the formation of regional industrial complexes, the speaker moved on to the main directions for augmentation of Siberia's economic potential, emphasizing that the strategy for accelerated development of this region should be based on enlargement of the fuel and energy complex and energy-intensive production operations. Effective and balanced economic development of the region is possible only if scientific preparation for developing new areas or complexes is done in advance.

These are the tasks which the comprehensive scientific program referred to as "Siberia," worked out by the Siberian Department of the USSR Academy of Sciences, is supposed to perform. The pace of its fulfillment and promising research problems were discussed in the papers of A. A. Trofimuk, member of the academy and director of the Institute of Geology and Geophysics of the Siberian Department of the USSR Academy of Sciences; D. K. Belyayev, member of the academy and director of the Institute of Cytology and Genetics of the Siberian Department of the USSR Academy of Sciences; and A. G. Aganbegyan, member of the academy and director of the Institute of Economics and the Organization of Industrial Production of the Siberian Department of the USSR Academy of Sciences. Papers were also presented by N. N. Nekrasov, member of the academy and chairman of the commission for study of the productive forces and natural resources of the Presidium of the USSR Academy of Sciences, and V. P. Mozhin, director of the Central Economic Scientific Research Institute of RSFSR Gosplan.

M. V. Zimyanin, secretary of the CPSU Central Committee, A. P. Aleksandrov, member of the academy and president of the USSR Academy of Sciences, first

secretaries of CPSU obkoms and kraykoms, and the heads of ministries and departments also took part in the proceedings of the conference.

The conference is continuing its work.

All-Union Conference

Moscow GUDOK in Russian 26 Jun 80 p 2

[Article by P. Moskalev, professor and rector of the Scientific Research Institute of Railroad Transportation, Novosibirsk: "Within the Bounds of the Program 'Siberia'"]

[Text] As reported in the press, an all-union conference on development of Siberia's productive forces recently took place in Novosibirsk. The long-range comprehensive program entitled "Siberia" was pivotal to discussion of the problems of this region's economic development. The work of one of the 18 sections of the conference--that devoted to "Development of the Transportation System"--was headed by L. V. Kantorovich, member of the academy and chairman of the scientific council for overall problems of the unified USSR transportation system. Notes on the conference made by P. I. Moskalev, professor and rector of the Scientific Research Institute of Railroad Transportation and deputy chairman of the transportation section, are hereby recommended to the attention of GUDOK readers.

Siberia's great future was foretold even by M. V. Lomonosov. He said that Russia's might would "grow" to Siberia. But development of resources and planned economic development of this region began only in the Soviet era. And in each stage of this development, whenever it comes to practical implementation of a Siberian program, the work has begun with building new railroads and with reconstruction of existing lines.

Realization of Lenin's idea of building the Ural-Kuznetsk complex began by solving the problems of supporting transportation services. Development of virgin land made it necessary to build the Sredsib [Central Siberian Railroad], which has now become not only the main highway for grain from the virgin land, but also one of the decisive directions for carrying Kuznetsk coal to the Urals and to the European part of the country. Construction of the line from Tyumen' to Nizhnevartovsk via Surgut and the line to Urengoy had to do with the very important national economic task of developing the petroleum and gas fields of Tyumenskaya Oblast. The BAM, whose route passes through the richest regions of Central and Eastern Siberia, is under construction, and the section Bam--Tynda--Berkaki. has already been put into service, opening up access to the extremely rich Neryungri bituminous coal deposits.

before taking up the questions which were discussed in the section "Development of the Transportation System," I will report the following notable fact. The importance and role of transportation in the program entitled "Siberia" are so great that practically everyone who spoke in the plenary meeting mentioned its problems and the prospects for its development.

The transportation system must develop at a faster pace than growth of the economic potential of industry and agriculture. The experience acquired over 10 5-year plans confirms the sage everyday truth--a great deed must begin with a road.

Now about the proceedings of the transportation section. What sort of prospect was discussed? What will we build, when will we finish the BAM? The speakers did not mention specific projects and did not precisely define the routes of future lines. But economic computations show, for example, that the BAM itself will need its own access to the Urals and the European part of the country. It has even been proposed that this future line be called the North Siberian Trunk Line. Logic and the interest of Yakutia's economic development suggest that Berkaiti will not remain at the dead end of a "little BAM" either. The railroad should go to Yakutsk. Nor should the rails end at Ureni. . . . On a layman who looks at the map can see the probable routes from Angoy east to Noril'sk and Dudinka, west to Salekhard and across the . . . junction with the Vorkuta line.

I repeat, these are not blueprints of the future main rail lines, nor even specific plans. This represents a feasible future for Siberian development, for development of new regions, the idea of creating a mighty rail network over the tremendous expanses of that part of our country, which has an important future. We simply cannot get along there without reliable means of communication such as railroads.

But the discussion in the section on transportation was not, of course, confined to the railroads. Siberia needs up-to-date highways, and they will certainly come into being. The projects exist--they are no longer merely ideas--for transport of the bituminous coal by means of extra long pipelines. River and maritime transportation will experience further development. The regular year-round movement of ships by the northern sea route, to the polar side of Siberia, also has an important future. But here again is an idea with its own problems, whose solutions are an important task for Big Science.

S. S. Eutateladze, member of the academy, presented an interesting idea of a thermoplane in the transportation section.

What is a thermoplane? It is the familiar old idea of the dirigible, whose drawbacks are the explosiveness and flammability of the gases which fill it and lift the car. In the thermoplane that gas will be hot air. The thermoplane's power plant will regulate temperature and maintain it. S. S. Eutateladze even specified the thermoplane's lift--from 1,000 to 2,000 tons.

"The idea exists," the academician said, "and there exists the working diagram of the thermoplane. It is a job for enthusiasts. An airship like that, which would be a workhorse, could be created in 1 or 4 years."

More than half of the 47 papers delivered in the section "Development of the Transportation System" were directly related to rail transport. In the meetings of the section there were interesting and very realistic ideas, specific designs and examples of solutions of present-day production problems, an exchange of opinions, and arguments.

I will speak about the work being done by the specific transportation science that is meeting the needs of Siberian railroads with a few examples from our institutes, though this, of course, does not mean that Siberia's transportation problems are the exclusive concern of Siberians--I am simply more familiar with the results that have come from our research.

For many years the NIIZhT [Scientific Research Institute of Rail Transportation] has maintained business relations with the Southern Ural, Sverdlovsk, West Siberian, Kemerovo, Krasnoyarsk, Transbaykal and Alma-Ata rail lines and the administration of the BAM. Our relations are specific in nature; in recent years their point of departure has been the requirements of Order No 30Ts and Special Order No 15 of the minister of railroads on improvement of the operation of the railroads of Siberia and the Far East. The amount of work which the institute does on the basis of contracts with the railroads has doubled over the last 8 years and last year amounted to 2.4 million rubles. The economic benefit for last year confirmed by the enterprises--I repeat--confirmed, not calculated--was 7.3 million rubles. As you see, the money invested in science yielded a threefold profit.

It is not possible to enumerate even the largest development projects in these notes, and I will discuss only some of them.

Development projects to create a comprehensive system for providing the Kuzbass with a comprehensive freight-handling system whose introduction will make it possible to greatly improve the handling of Kuznetsk coal. Under the supervision of docent I. T. Kolkov an analysis was made of operation of the Barnaul and Altayskiy stations. The method of computation and recommendations to increase the processing capability of these stations were the basis of a project for reconstruction of the Barnaul-Altayskiy rail center and made it possible to reduce the cost of construction work by several million rubles. The same kind of project at the Omsk rail center envisages a considerable reduction of the standing time of cars and an annual reduction of operating costs by 1 million rubles when the new technology is introduced.

Docent A. V. Bykadorov and P. R. Potapov have worked out a method of analyzing the operation of large stations which has been highly praised by specialists of the Ministry of Railways and has been applied in examining such large rail centers as Inakoy, Khabarovsk, Sverdlovsk classification yard, Chelyabinsk and Perm'.

Standard computer programs are making it possible to propose as many as 6-8 alternative reconstruction projects for each rail center, from which it is easy to choose the optimum one.

I will not dwell on the specific projects of the institute's laboratory for research on protection of freight shipments--GUDOK has written on that topic more than once. I will only note that this team of scientists is rightly regarded as a leader in the field of transportation and the most effective team in the NIIZhT both in terms of the amount of its research and also the speed with which its developments are applied in practice.

On 21 January this year GUDOK published an article by P. Kolyadenko entitled "Master Charts Are Needed," which spoke about the need to give up financing projects on the sectoral principle and to look upon the line as a single economic entity. Now a master chart of that kind is being drafted for comprehensive development of the West Siberian line in the 11th and 12th 5-year plans, and it will be ready by the end of the year. Specialists of the railroad, of two project planning institutes--the Railroad Design Institute of Railroad Lines of the Urals and Siberia and Sibgiprotrans [Siberian State Project Planning and Research Institute of the USSR State Production Committee for Transportation Construction]--and of two academic institutes--NIIZhT and OmII [Omsk Institute of Railroad Transportation Engineers]-- have been enlisted to develop it.

In his speech at the November (1979) Plenum of the CPSU Central Committee Comrade L. I. Brezhnev had this to say:

"The situation in transportation needs a change for the better in the very near future. But it is not enough to solve the problems of transportation in a radical way with a view to the future. We need to draft a comprehensive long-range program for development of transportation which would absorb the best achievements of scientific-technical thought."

This statement by L. I. Brezhnev on transportation and the party's concern about its development were reflected in the papers of the participants in the All-Union Conference on Development of the Productive Forces of Siberia.

Problems Detailed

Moscow GUDOK in Russian 20 May 80 p 2

[Article by A. Bykov, Ust'-Kut: "Dangerous Symptoms of a Crash Effort"]

[Text] Last year the collective of SMP-391 [Construction and Assembly Train-391] fulfilled its plan on the BAM at a level of 400 percent. But no congratulations were forthcoming for the shockworkers. And the train's chief engineer I. Usnovin told me: "Just no praise. There is no cause."

And that actually is not a great achievement when a large and tightly knit collective is required to do work on the BAM totaling only 200,000 rubles in a year.

Yet colleagues from other settlements of the western section found themselves in the same situation. After the triumphant year in 1978 the main forces of machine operators and bridgebuilders were transferred across the Baykal Mountains, and the Angara construction workers have again gone on to the second track on the Tayshet--Lena line and have undertaken to erect structures along the main line. There is no doubt that these are also important and necessary construction projects. But on the western branch of the BAM an unaccustomed calm prevailed for an entire year, if, of course, we do not take into account the work of patron organizations.

Why did this occur? Perhaps it resulted from the technology of transportation construction?

"No," V. Zhdanov, chief project engineer of the western section of the BAM, was categorical in his denial, "operations were curtailed without good reason. Construction must be continuous. As soon as a line is opened to temporary operation, preparations are immediately made for acceptance for permanent service. Otherwise moral and also material costs are inevitable."

The volume of operations on the western branch of the BAM has now increased sharply. Yet the situation is still difficult: finishing the roadbed and the track and building settlements and station structures. Radical measures have to be taken without delay to do everything on time. At present the state of affairs is reason for serious caution.

Osnovin is right to say there is nothing to be happy about. A year of lost opportunities has gone by. Everything seems to be clear in the coming year: the deadlines are definite and the targets are very strenuous and well known. What remains is to tackle the job. But, as they say, it is a thorny road from the blueprint to the completed structure.

Magistral'nyy appeared somehow disassembled, gloomy, just like after a fire. "Only now, you know, have we caught our breath," I was told in the SMP, "there was no chance before...." What happened before was this: in January one power train after another went out. Misfortune, as often happens, chose the most unsuitable moment--severe freezing weather set in. The lamps went out in the dwellings, the electric stoves went off, and, most horrible of all, the pumps in the boilerrooms stopped. Water stopped circulating in the heating systems. The emergency struck the inhabitants of the permanent settlement particularly hard. They fought courageously, they heated the pipes day and night, they brought in a tractor and got the circulating pumps going. They held out! Only a new house where the plasterers were already practicing their witchcraft they were unable to save--they froze.

People have still not figured out how Magistral'nyy, girdled by a power transmission line from Ust'-Ilimsk and equipped with large-capacity power trains, could have been left without electric power?

V. Khomutov, chief engineer of the patron organization of the Donskoy SMP, has already recovered himself after the sleepless nights and has finally taken up his actual duties.

"What is there to tell you?" he said, pressing forward on the desk with his chest, leaning his head toward his shoulder, and with a quizzical look recited: "It is no time to boast of the past, and our present is sad."

But we still recall the recent past. The Donskoy SMP is building a railroad workers' settlement. In future this will be a convenient and comfortable residential area. Five residential buildings are already occupied, though on a temporary basis, since the settlement's boiler plant, water distribution lines and treatment facilities are not yet in operation. They have graded the grounds, they have roughly laid the projected roads, and they have erected the water supply line which is almost 5 km long....

Last year's plan was fulfilled ahead of schedule by the people sent from Rostov-na-Donu. As a matter of fact, of the seven patron organizations on the western BAM they and those from Stavropol' were the only ones to fulfill their annual assignment.

But now the work has been held up because of poor supply. There are no fittings, elbows, materials are lacking to build a children's nursery, and there are no slabs for the school. For 2 years the directors of Angarstroy and the Rostov trust have been trying unsuccessfully to resolve the issue of which of them was to install the panels for the treatment facilities. And at this point the specialists of the Shelekhov Construction and Installation Administration have got their backs up: it does not pay them to work alongside the people from Rostov.

As for the achievements of the patron organizations, their director explained: "It is enough to make you dizzy. We have express messengers, you know, maintaining communication with all parts of the Union. How many telegrams we send with requests and demands! We are blowing our horn with all our might. And how else could it be done? Things happen that make it necessary."

The explanation was not profound, but behind it stood an entire science, style and system. For example, the people from Rostov have in their concrete unit made ladder landings and balcony slabs and other fabrications. They didn't do it by living well.

This "system" is also quite familiar to the construction workers of SMP-391, who have become dizzied by the deadlines more than once and had to seek a way out.

"It is, of course, not just a question of prior supply," V. L'vov, deputy chief of the train, explains, "our colleagues also know what they are doing. If, for example, they need two pieces of pipe, then they will unfailingly take five. Then it turns out that one was enough, or it was not needed at all. But then I have to go off to the city again in search of materials for station structures. I wonder how many of the things I need I will find. But, of course, you can't get everything without the help of the administration."

The standstill on the projects suddenly cast light on still another problem not to be overlooked. Somehow during the meal break the order to punish a machinery expert for having been 20 minutes late to work was hastily removed from the bulletin board of the Donskoy SMP. The punishment was clearly inappropriate: the crews had been idle for days.

In 1975 a man who was no longer young and who from time to time cried out "Who is going to build the BAM?" was frequently seen at the Lena station. At the time there was nothing amazing or perplexing about this, since all around there were many who had arrived at the construction site. People streamed toward the man from all sides, sometimes the entire vehicle was crammed. That is the way collectives replenished their ranks by the truckload.

This story would not be worth recalling if it were not for the situation that arose. The ranks of the builders of the western BAM have thinned out considerably. Since the section is supposed to be open to service in 1981, various measures are being discussed and drafted in the subdivisions. All the construction and installation trains have called for a replenishment and a sizable one: between 200 and 300 persons each. Men are also needed by the bridgebuilders and the machinery maintenance people and the auxiliary services.

We have no reason not to believe the specialists who have scrupulously calculated both the amounts of work and the number of people needed. But it would seem that all worktime is not being used effectively by any means. In 1979 time losses nearly doubled at the construction site over the previous year, and absenteeism increased by more than 1,000 man-days. Are the directors taking this into account in the measures they are drafting to meet the schedule for putting the line in service? Are specific steps being taken?

And something else: Komsomol expeditions. For a long time they have been the most effective form of manning the construction project. But here is a strange thing: there are too many errors and flagrant oversights in the organization and reception of the detachments, though it would seem that enough experience has been built up.

Last year Komsomol gorkoms and raykoms of Irkutskaya Oblast were to procure 100 fighters for Zvezdnyy. They did not get 100, 35 arrived. Two of those

turned off immediately, "distinguished themselves" while still en route, and the medical commission rejected nine.

The managers of SMP-621 of Angarsktroy prepared a unique reception for the men sent from the Crimea. They took only the boys, the girls they allowed to scatter in all four directions.... But just 1 month later the train made an emergency request to other subdivisions for plasterer-painters. The same one-sided "screening" is practiced by SMP-266 and other construction and assembly trains. The explanation of their position offered by the managers is not very convincing: there is constant field work, and the living conditions are disorderly. Without reflecting about the main thing: How is it we intend to settle unexplored regions?

Efficient organization of work and mobilization of every unit in the technological chain are required to put the western section of the BAM into permanent operation. There is no doubt that everything will be done on time. The workers on the BAM have a great deal of experience and strong traditions. But as long as there is confusion, there will be idle time. And that means the dangerous symptoms of the forthcoming crash effort.

Complaints Aired

Moscow GUDOK in Russian 14 Jun 80 p 2

[Expression of criticism by V. Yevtushenko, manager; V. Usol'tsev, chief engineer; S. Tkachuk, chief of the planning division; V. Balyka, motor-grader operator; V. Balakin, excavator operator; and N. Vasil'yev, driver, all of the trust Zaphamstroyemkhanizatsiya, Ust'-Kut]

[Text] In the final year of the 10th Five-Year Plan the volume of construction and installation work has increased considerably, and deadlines for acceptance of completed projects for operation have become tighter.

We now confront several important tasks. The first of them is to prepare the 260-km section from Lena to Kumerma for acceptance for permanent operation in 1981. The second is to lay a temporary road over the entire distance from Severobaykal'sk to Vitim. And the third is earthmoving work on the stretches of second track of the Tayshet--Lena line which are scheduled for delivery.

And here is what we would like to take note of: we have a clear idea of the work to be done and clear schedules that have been well thought out concerning preparation of the Lena--Kumerma line for permanent service. Alas, the same cannot be said about the construction of second track. As a matter of fact, this is the only project on which the trust is lagging. Two years in succession we have barely fulfilled the plan by 70 percent. The reason is the poor organization of work on the stretches to be completed during the year. The designers, who as a rule deliver documentation very late, are letting us down and thereby holding back the pace of operation. The general contractor is holding things back: he is not erecting

civil engineering structures on time, and he is slow in cutting and clearing and laying out the line and cables. Often we lose time because the bridges are not ready.

As a result as much as 40 percent of the equipment must stand idle. And here is something interesting: on the Buryat section of the BAM there is the same number of excavators as on the secondary track, but their output is threefold larger. It is no secret: the work has been prepared there, there is an opportunity to make successful use of job subcontracting, to shorten the construction time and to make maximum use of equipment.

We are also waiting for effective help from railroad personnel. At present contacts with them are poor. Last year we lost several months solely because we were not promptly furnished the flatcars needed to move equipment to new projects. Solving all these problems will be conducive to better organization of these operations in the construction of second track.

Of course, we also have quite a few internal problems of our own. They have to do with equipment repair, material and technical supply, housing construction.... We are working on them, aware that there are no trifles in an important job. Everything must be worked out, nicely adjusted and interconnected. That is what we are trying to do.

Trust's Successes

Moscow GUDOK in Russian 14 Jun 80 p 2

[Text] The trust Zapbamtroyemkhanizatsiya was awarded the challenge Red Banner of the CPSU Central Committee, USSR Council of Ministers, AUCCTU, and the Komsomol Central Committee on the basis of results of the 1979 All-Union Socialist Competition and was entered on the All-Union Honor Roll at the USSR Exhibition of Achievements of the National Economy.

On the basis of the results of the first quarter of 1980 the collective was awarded the challenge Red Banner of the Ministry of Transport Construction and of the central committee of our trade union.

On 28 January machinery experts reported on completion of the assignments of the 10th Five-Year Plan a year ahead of schedule, and on 19 April, also ahead of schedule, higher socialist obligations adopted in honor of the 110th anniversary of the birth of V. I. Lenin were completed.

And here are a few more facts and figures.

In the 4 years of the 10th Five-Year Plan the trust Zapbamtroyemkhanizatsiya delivered 956 km of earth roadbed and laid 992.5 km of temporary motor roads for laying the main line on the western section of the BAM and second track on the Tayshet--Lena line. The overall increase of construction and assembly work in those years was 3,536,000 rubles thanks to a steady rise in labor productivity.

Quite something, isn't it! And the trust, after all, is relatively young, having been established only in November 1974. Thus in less than 6 years of its existence it has grown into a mature collective capable of solving the most important tasks of construction on the Baykal-Amur Trunk Rail Line.

The range of activity of the subdivisions of Zapbastroymekhanizatsiya is unusually broad and diverse: laying earth roadbeds for the main BAM track and second track on the Tayshet--Lena line, construction of temporary motor roads and docks at the port of Osetrovo, development of the Lena station and many, many other things.

The trust's caravans of machinery are deployed on a labor march from Tayshet to Vitim, that is, over more than 1,000 km. Nature offers quite a few unpleasant surprises over this tremendous section. The Baykal'skiy, Severo-Muyskiy, Yuzhno-Muyskiy, Bagruzinskiy and Kodarskiy mountain ranges stand high along the route of the machine operators. At least 10 large rivers and a great number of small streams have to be conquered, and the "keys" have to be found to tunnels, bridges....

The machinery specialists are doing their job well. What are the prerequisites of their steady success?

The collective of Zapbastroymekhanizatsiya is achieving the highest production indicators because a purposive search has been made for unused potential, because skillful use is made of equipment and progressive forms and methods of work, because technology is being improved, operations are efficiently organized in all units, and finally, because creative initiative is constantly displayed.

Here are statements about these ingredients of high achievements.

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RAILROAD

ASPECTS OF RAIL FREIGHT SHIPMENT REVIEWED

Shafirkin on Planning Problems

Moscow PLANOVoye KHOZYAYSTVO in Russian No 5, May 80 pp 81-84

[Article by B. Shafirkin, Dr of Economic Sciences: "Urgent Problems in Planning Freight Traffic"]

[Text] Under the conditions of a developed Socialist society, with its high rates of economic growth and the continuous increase in the vigor of its scientific and technical potential, the most important role belongs to the transport system, which is called upon to provide for conveying large masses of raw materials, fuel, materials and diverse products from the regions of their production to the sites where they will be used.

In many ways the total and timely satisfaction of the national economy's transportation requirement depends upon the scientifically based planning of freight traffic. In this case, the following should be insured at all levels of control: a determination of the optimum requirements for transportation for enterprises in all sectors of the national economy; efficient distribution of traffic among the types of transport and improvement in the use of transport equipment.

Meanwhile, the system of freight traffic planning which has developed does not correspond to the requirements which are placed on planning in light of the 12 July 1979 decree of the CPSU Central Committee and the USSR Council of Ministers and the directives issued at the November (1979) Plenum of the CPSU Central Committee.

Presently, a monthly traffic plan is the basic plan in rail transport for practical purposes. Consigners and transport organizations bear a mutual material responsibility for fulfilling it. On the basis of all remaining plans, the relationships between production, transport and sales-and-supply organizations are formed on the basis of requisitions for the fulfillment of which they bear no responsibility whatsoever.

Only the total volumes in tons of freight dispatched and freight turnaround in ton-kilometres are determined. There are no data on the requisitions of freight consigners on the territorial cross-section of the traffic plan. Allocations for the production and demand of a product from the main transport-intensive sector of the national economy (power engineering, fuel and raw materials sectors, metallurgy, etc.), i.e. the fundamental initial data for overall development and the workloads of the main transport lines for all types of transport, are also missing. This all results in optimum relationships in the development of the transport system and other sectors and physical production not always being determined in national economy plans.

In accordance with the requirements of the 12 July 1979 decree of the CPSU Central Committee and the USSR Council of Ministers, we are faced with developing an interrelated, current and long-term system for traffic planning so that it becomes an organic part of the total system of national economic planning. For transport, long-term planning has particular significance in terms of its capital intensiveness and the need for the corresponding development of mini-sectors which provide transport with rolling stock, vehicles and equipment.

Lately, the question of transport operation indicators is being widely discussed in the press. Certain authors contend that the system of planning indicated for transport "is not as yet focused on satisfying the concrete requirements of society for shipment of the physical products of labor and of people."¹ Criticizing the indicators of "freight turnaround" and "passenger turnaround," calculated in ton-kilometres and passenger-kilometres, they consider that the current system of indicators for the transport plan does not determine shipment of production output to the consumer, but the volume of transport operations. Of course, the transport operation indicators need improvement. However, in our opinion, we are not dealing with determining some kind of indicator which will unite the indicators "output" and "volume of operations" for transport. It seems that with a certain assumption, which has no practical value, they may be considered synonymous.

Karl Marx wrote, "But the transport industry sells only conveyance. The useful effect which it provides is inseparably bound to the shipping process, i.e. to the process of the transport industry's production. People and freight travel together, along with a specific means of transport, and the movement of the latter, its displacement, is that production process which it creates."²

Therefore, it is impossible to agree with the proposal "to plan traffic in tons with an extensive cargo list and by address: to introduce as an approved indicator for the traffic plan the indicators of loading-unloading based on an aggregate cargo list in tons,"³ since neither loading nor unloading reflects the essence of transport's product.

The indicators for the operation of various types of transport cannot be identical. For track transport, where the average distance for freight traffic is 15-17 kilometres, it is possible that the indicator "freight dispatched" will be the most characteristic. But as far as rail transport, where the average distance for freight traffic has already reached almost 1,000 kilometres and where 80 percent of the cost for providing the transportation process is associated with operations for moving cargo, is concerned, the indicator "dispatched tons" can hardly reflect the operation of rail transport.

The concept "extensive cargo list" also requires more specific treatment. Millions of names for the diverse output are being thought of throughout the country, and for traffic planning they must be unified. In the annual plans, requisitions are submitted for 42 groups encompassing more than 80 percent of the freight turnaround, but there are developed monthly plans in which the consigners indicate the type of cargo on the basis of a rate and statistic cargo list (more than 4,000 names). It cannot all be identical for all types of transport. The various parameters for the rolling stock, traffic conditions, etc. must be taken into consideration.

The question of the extent to which addressing is used in traffic planning is also important. Presently, the latter are regulated only by developed monthly plans which are presented to freight consigners 14 days before the start of the month being planned, but, unfortunately, definite destination stations are only indicated for local traffic. This constitutes approximately half of the cargoes being dispatched, whereas on the basis of freight turnaround, it is only 20 percent because of the short distance. For the remaining traffic, only the routes and not the destination stations are indicated.

If one were to introduce two indicators, "loading" and "unloading," which characterize the terminal stages of the transport process instead of the indicator "freight turnaround," the main phase-transportation-will be eliminated from the planning indicator. It is primarily stations which are engaged in loading and unloading, whereas it is the locomotive depots, track maintenance crews and signalling and communication services, i.e. a majority of the collectives of transport enterprises, that are engaged in train movement and freight turnaround. Moreover, the indicator in tons is essentially a dispatching of cargo and not a traffic plan; loading and unloading are measured in cars.

It seems to us that the indicator "freight turnaround" remains the most important indicator for the transport operation. In this case, it is necessary to base orders to transport groups for shipment properly. Railroads convey about 100,000,000 consignments annually, and a bill of lading, in which the freight consigner indicates the direction and the type of cargo, is written up for each of them. Transport organizations cannot refuse to ship something if it is a part of the plan and corresponds to

the normal freight flow patterns. Therefore, freight consigners and that organization which issues authorization should be responsible for the volume of freight traffic.

Presently, the planning of the individual stages in the reproduction process has been separated. At the interfaces for planning production, distribution, delivery and conveyance, even when the success of the individual stages at producing results is achieved, an optimum plan is not obtained overall, and this results in enormous losses to the national economy. It has been estimated that non-productive transport expenses constitute more than \$1 billion per year because of shortcomings in planning and the organization of traffic flow, inefficient economic ties and unsatisfactory use of transport equipment. In many instances, to eliminate the losses it is adequate just to take organization-and-technological and planning measures; and those which require capital expenditures (expansion of container and parcel traffic, mechanization of loading and unloading operations, etc.) are repaid in periods which are significantly shorter than the norm. The possibilities for putting products, raw material and fuel into a more transportable state are not completely exploited.

The indicators for the production activity of enterprises in the individual sectors of the national economy, supply and sales and trade organizations do not always correspond to the tasks of increasing the efficiency of public production since they stimulate an unjustified growth in freight volume.

Complete satisfaction of the national economy's transportation needs presupposes, first of all, efficient transportation arising from optimal, well-founded, efficient requirements of production and consumption. However, there is no such criterion as yet for evaluating the efficiency and therefore by "complete satisfaction of demands" we mean, in practice, the acceptance of all freight consigner orders for transportation by transport. As a rule, the latter include many inefficient shipments and unrealistic orders. In a number of instances, orders for freight shipment by rail significantly exceed the approved plan. The fact that freight consigners refuse to utilize cars which have been incorporated into the plans or do not load them completely also complicates transport operations. As a result, unmoved cargoes pile up and production rhythm is disturbed at certain enterprises.

The complete and timely satisfaction of the country's transportation needs by transport depends primarily on the development of the transport system: its capability, its maneuverability, the quality of operation, and the availability of reserves. There are a number of significant shortcomings in railroad operations: train movement schedules are disrupted, those found in station operating procedures, facts associated with poor regulation of rail car traffic being permitted, etc. In this regard, an all-out improvement in the use of transport equipment and material and labor resources is of highest significance. The fixed capital for all aspects of transport (together with communications) is R 195 billion. Each fifth worker works in

transport or in sectors supplying rolling stock, vehicles, equipment, fuel or materials. It is necessary to improve the system of planning and control of the sector, to improve material stimuli and to develop the cost accounting system more widely in the interrelationships of transport to freight consigners and consignees as well as among the various types of transport.

Freight turnaround is the total of actual freight shipments from the station of origin to the destination. They are set by planning, supply and sales, and other organizations and presented to railroads and other types of transport to be carried out. Therefore, it is necessary to strengthen the responsibility of the aforementioned organization for the freight turnaround volume and in the improvement of economic links.

Realization of the plan is a most important problem for the national economy. Transport is primarily responsible for satisfying shipment plans and the task is for these plans to correspond to the plans for production, material and equipment supply, external and internal commodity turnaround, and the industry links of the many sectors of industry and agriculture.

In a number of instances, shipments prompted by supplementary quotas for an industry to extract or produce fuel, raw materials, or output are incorporated into the basic plan by transport workers as are articles from recommissioned enterprises for which the start-up deadlines are not always met in a number of cases. Furthermore, production plans are sometimes set for supplier enterprises on a larger scale than their production capabilities can handle, and capital allocations are issued which are not coordinated with the minimum dispatching norms. All of this results in the plan for delivery not being coordinated with shipping plans.

Often enterprises and even whole sectors of an industry fulfill the plan for production realization while the transport workers who are supposed to ship this output do not fulfill it. This reflects on the size of bonus funds and weakens material stimuli for the transport workers.

Transport is not without responsibility for fulfilling the delivery plan, but only indirectly, by fulfilling the plan for freight shipment and delivery deadlines. In our opinion, it is necessary that all measures specified in the delivery plan be included in the traffic plan; this is entirely possible, particularly in the monthly plans. In this plan, according to the most general shipping list, it is indicated from which station (and there are more than 7000 of them open for freight operations), who is the consigner, what cargo is being dispatched, and to what extent transport facilities and of what kind should be made available. But where should the cargo be shipped? This is unknown for most shipments. Apparently the current mutual responsibility for fulfilling the plan is inadequate. Fulfillment of the plan is summed up daily and a record is kept of the causes, whose fault it was that incomplete loading was permitted, and fines, sometimes heavy ones, have been set for non fulfillment of traffic plans. In 1978 the railroads paid R 131.6 million to freight consigners, and consigners paid R 134.5

million to the railroad, but often these fines balance each other and do not affect the financial results for the freight consigners and transport organizations. Apparently, this total of fines should reflect on the evaluative indicators for enterprise operation.

Using high-speed computers and programs which have been developed permits us to make the traffic plan more specific, specifying the destination for all of the cargoes. It will be possible, in turn, to balance the traffic volumes adopted in the plan with the carrying capacities of the railroads and to organize loading by route and, in individual cases, by destination. Tens of thousands of cars are standing idle throughout the railroad network beyond established time periods on industrial sidings, at points waiting to be transferred to the railroad lines of other countries, at points for transferring them to other types of transport and on approaches to them while being unloaded and awaiting it. This results in the loss of significant loading resources. All of this requires that the system of inter-relationships between consigners and transport and supply-and-sales organizations be radically changed, to convert from the existing system which in many instances is not supported by estimates for the number of orders, to determining the requirements for rolling stock on the basis of transport-economic balances which should be developed not only by types of cargoes and by departments, but also in the territorial cross-section.

It is necessary to increase the responsibility of the producers of products, the material and equipment supply-and-sales units and transport for fulfillment of plans for delivery, freight turnaround and freight traffic. It is apparent that each of the three participants in this most important process of public production has its own sphere of activity.

It is apparent that the consigner should answer for planning and fulfillment of the plan, i.e. precisely that organization which produces, which gets the output. Presently it is necessary to have a large arsenal of equipment making transportation and performance of loading and unloading operations possible (sidings, truck transport and laboratories for evaluating the transportability and the quality of the product). Furthermore packaging materials, packing and weighing service, a warehouse base, vehicles and equipment are necessary. Supply and sales units do not have all this at their disposal, but their role in the transportation process is extremely significant. They form complex transport-economic links. Therefore, it is necessary to work out balances which are not only material throughout the departmental cross-section, but which are also transport-economic balances throughout the regions of the country.

This task may be resolved more successfully where automated control systems are being created at all levels of control, when mathematical methods are being widely used and when the newest computers are being employed. But meanwhile the national economy is losing hundreds of millions of rubles annually to unproductive transport costs because of inefficient transportation.

Consigners and supply and sales units should not only declare volumes of freight for dispatch but plan for its transportation as well when compiling five-year and annual traffic plans. They should be responsible for the size of the freight turnover and for the rationality of economic links, a fact which would avert the appearance of two-way, repeated and long-range connections and other inefficient transportation.

Under our modern conditions, the need for strengthening operations to coordinate plans and organize overall planning of cargo shipments for all types of transport to encompass all sectors of the national economy has grown ripe.

Considering the growing role of transport in the development of the country's economic system, we are faced with taking a set of measures to improve planning of cargo shipments. It is necessary to implement the development and introduction of a unified system of long-term, perspective, current and operational traffic plans for all types of transport and to reflect properly transport indicators in all of the main plan indicators, in the gross national product, the national income and the intersectorial balance.

It seems urgent to make more specific in the plans the differentiation of traffic into intraproduction (technological) and spheres of circulation (economic), the sequence of time limits and the methodic bases for their development applicable to various levels of control by type of transport.

It is also necessary to develop a national methodology for planning freight shipments, principles for their efficient distribution among the types of transport, economic indicators for comparing traffic and assessing the efficiency of their implementation by the various types of transport as well as to determine a unified list of cargoes being planned, taking into consideration the specifics of transportation conditions by type of transport. The task of developing methodic bases for planning transportation of the main mass cargoes using material and transport-economic balances in the sector and territorial sections, as well as mathematical methods and computers, is no less important.

The existing system for planning freight traffic does not as yet provide the optimum state of balance between the plans for production, supply, freight turnaround and transportation. We feel that the question of reexamination of the fundamental procedural documents on questions of freight traffic planning cannot be avoided, in particular the regulations about their annual and quarterly planning by railroad, river, maritime, and truck transport. The more precise solution of these problems should be reflected in the procedural directives of Gosplan USSR to formulate annual and long-term plans.

In this work, an important place is being devoted to the automated plan estimate system (ASPR). It will also promote creation of the bases for overall control of all types of transport included in the country's transport

system, improvement of coordination of transport operations and mobilization of resources for more complete satisfaction of the national economy's need for freight transportation.

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FOOTNOTES

1. B. Kozin and A. Mitaishvili. "Improving the Planning and Development of Transport," PLANOVOYE KHOZYAYSTVO, No 5, 1979, p 66.
2. K. Marx and F. Engels, Works, vol 24, p 64.
1. PLANOVOYE KHOZYAYSTVO, No 5, 1979, p 67.

Chernyavskiy on Increasing Efficiency

Moscow PLANOVOYE KHOZYAYSTVO in Russian No 5, May 80 pp 85-88

[Article by V. Chernyavskiy, Doctor of Economic Sciences: "Ways to Make Railroad Traffic More Efficient"*)]

[Text] In 1977 the Ministry of Transportation's railroads (without industrial sidings) had an operational length of 140,400 kilometres. Eleven percent of the world's railroads belong to the U.S.S.R. For the territory of our country, which occupies 16.5 percent of the territory on earth, this network of railroads is inadequate. In 1950 there were 5.2 kilometres and in 1978 6.3 kilometres per thousand kilometres** of territory. Much transport construction is now underway.

U.S.S.R railway transport performs 53 percent of the world total railroad freight turnaround.¹ The question arises, is this not too much rail traffic if our country produces 20 percent of world total of industrial output? Of course, this ratio will change when all types of transport are taken into consideration. The national income of the U.S.S.R. in 1978 was 67 percent of the U.S.A., industrial output was 80 percent and freight turnaround of all types of transport was 131 percent, including 264 percent by rail.

In the U.S.S.R., freight turnaround for all types of transport is exceeding the gross national income, in the U.S.A. the growth of freight turnaround is lagging significantly behind the growth of national income, and the relative significance of transport expenses is diminishing.

*A discussion.

**TR: Probably thousands of square kilometres.

In 1978 the relative importance of freight turnaround in the U.S.S.R. was as follows: rail transport--57.6 percent, sea transport--13.9 percent, river--4.1 percent, pipeline--17.7 percent, truck--6.7 percent and air--0.05 percent.² Pipeline transport is acquiring greater significance. Abroad coals and mineral concentrations are transported by pipeline, in addition to oil, petroleum products and gas. When compared with construction of railroads, labor costs are significantly less when building a pipeline (8-10 times) and metal consumption is less (by a factor of 2). Pipeline transport will receive broad development in our country together with railroad construction. Design calculations have been made for a pipeline for hydraulic transportation of coal at the rate of 25 million tons per year over a distance of 28 hundred kilometres.³

Mass, unspecialized transportation is carried out primarily by rail transport. Its freight turnaround is growing rapidly. In 1940 it was 421 billion, in 1970, 2495 billion and in 1978, 3429 billion ton/kilometres.

The average distance for shipping one ton of freight by rail transport is increasing (in 1940 it was 694 and in 1970 860 (kilometres)). The average distance for shipping coal was 691 km in 1970 and 778 km in 1978; for various ores it was 550 km in 1970 and 750 km in 1978.⁴

The average distance for delivering apatite concentrate from Kola peninsula to plants for processing is 3040 kilometres. Nepheline concentration is shipped almost 10,000 kilometres to the Amurskiy paper and pulp combine. The Murmanskii wooden packaging combine, producing barrels (from lumber which is brought in) for the small fishing industries of its regions dispatches them to enterprises in the Far East and even the Caspian Basin. The consignee pays for shipment, not worrying very much about the cost; they are figured in the plan. Structures, equipment and materials come north, but for these orders to be filled, the enterprises and organizations are compelled to send materials available from these same regions (from their own funds) to the producer plant.

Nor are workers at the rail transport management consistent in reducing traffic. Overfulfilling plans in ton/kilometres means an increase in income and bonus funds. Only the large gross of freight traffic in recent years and the impossibility for rail transport to supply them have posed the question of the necessity of reducing traffic.

From our point of view, aside from realization of proposals concerning intensifying construction of new railroads and second tracks, increasing the traffic capacity of existing lines and using pipeline water and truck transport more widely, it is necessary to normalize freight traffic and reduce inefficient shipments. Straightening out traffic is associated with improvement in planning and the economic mechanism and with a reexamination of transport tariffs and valuations.

The volume of output realized in industry and the volume of operations performed in construction were primary evaluative indicators. They did not promote reduction of costs for transport. Enterprises were not interested in reducing volume of shipments since costs for transport were a part of the plan, and increased the volume of output realized.

Locating of the acquisition of mineral resources and industrial enterprises depends to a significant extent on shipping costs, primarily by rail transport. In turn, separation predetermines traffic volume. In certain sectors, transportation costs are included in the price of the product. Consumers of, let us say, rolled ferrous metals, do not effect the separation, specialization or assortment of product produced. A plant situated alongside the Magnitogorskiy metallurgical combine and plant situated 4,000 km from it receive their rolled stock at the same price.

Rail transport is in short supply. Hence the norm for the supplementary product, when calculating socially necessary costs, should be greater than in industry. In 1978 profit in the cost of industrial output with regard to fixed and working capital was 13.5 percent, but it was 9.1 percent in rail transport.⁵ From the point of view of the calculation of socially necessary costs, transport tariffs are too low in comparison with the cost of industrial output, a fact which also results in the uneconomical use of transport. Cross-shipments are frequent. Thus, on the average, for five years the annual shipments of grain cargoes from the European zone to the east of the country was 5.2 million tons, as a result of the erratic location of the milling industry and elevator and warehouse services. The volume of wheat deliveries from the east to the European part of the U.S.S.R. was equal to 7.8-6.8 million tons.⁶

Three hundred eighty million tons of cargo are shipped by rail over a distance of up to 50 kilometres and about 700 million tons are shipped up to 100 kilometres. It is necessary to use truck transport to greater extent over short distances. Taking into consideration the unavailability of rail transport, it is advisable to establish differentiated tariffs which are increased for loaded and reduced for empty hauls; increased tariffs for short distances and fines for cross-shipments and when conveying unenriched coals and ores. The tariffs should quantitatively reflect economic politics.

The immense territory of the Soviet Union, the development of new regions, the isolation of energy consumers from fuel production sites, the high relative importance of coal in the fuel balance, the inadequate development of truck and water transport may be assigned to the reasons for high rail freight traffic. Moreover, the extremely high traffic volume indicates an inadequately efficient specialization of production and the untimely and incomplete introduction of production plants and the inefficient location of certain production sectors. All of this occurs, from our point of view, as a result of the too low estimate of transport costs. Transport is a supplier of services; the consumers of transport services are industry, construction, agriculture and commerce.

How can the ton-kilometer of rail transport be assessed in planning calculations and projects? In most cases, when siting enterprises on the basis of fuel extraction, ferrous metal production and other sectors, the methodology of the Institute of Complex Transport Problems (IKTP) affiliated with Gosplan USSR is used, whereby transport is not considered on the basis of socially necessary costs but on supplementary costs.

A comparison of costs for conveying a single ton-kilometer of cement, using the various methods for assessing rail transport, is provided below (in Kopecks):

According to Supplemental
Costs Associated with the
Growth of Traffic
(based on results of calculations in the optimum plan of the cement industry according to the IKTP methodology)

According to Current
Tariffs for Cement

0.27

0.46

The IKTP affiliated with Gosplan USSR significantly increased the supplementary valuations in 1974: from 0.16 to 0.27 per ton-km for cement. The transport costs calculated from the tariffs were also increased in 1974, from 0.37 to 0.46 Kopecks per ton-kilometer.

In the most general case, costs and prices of, for example, cement, are calculated as follows: the full adjusted cost of the old and new plants are divided by the quantity of cement produced. Of course, there is differentiation made in the assessments based on quality and by region. Given optimum planning throughout the sector, the capital investments which have already been made in the fixed capital become equal to zero and the current costs and anticipated capital investments are taken into consideration. The highest of the adjusted costs usually of a new plant, deposit, or railroad which has come into the optimum plan with a zero investment income assessment and there will be completing costs. More economic sites receive investment income assessments. The completing costs as a rule are not accepted throughout the country but by region; such regionalization depends on peculiarities of the industry.

The IKTP proposes a special methodology: to consider assessments of rail transport by district and by supplementary costs (arising as a result of supplementary freight traffic). The latter are significantly less than the total socially necessary costs and the completing costs of the optimum plan.

On the basis of the given methodology, the supplemental costs are less than the current rail tariffs by approximately a factor of 1.7. That means, that

when choosing design decisions, when production and transport costs are compared, the most transportable variants would be selected because transport costs are absolute and are low in comparison with production costs.

As we see it, a shift in allocation to the side of increasing transportation has occurred over a long period of time as a result of using supplementary transport costs when selecting the variants. The average distance of freight delivery and the total freight turnaround are growing.

Questions of location and specialization are resolved as a function of transport costs and raw material and fuel spaces as well as technological production variants are also selected on this basis.

Costs for transportation of iron ore and other raw materials, fuel, materials and the finished product to its consumers are taken into consideration when siting a metallurgical plant. If transport costs are reduced, shipping distances may be correspondingly increased. When transport costs are too high, the advantages of specialization and production will not be used. Apparently, it is proper to consider transport only on the basis of socially necessary costs.

Tons of coking Kuznetsk coals are transported to the Novolipetsk plant at a tariff rate of R 14.3 and according to the IKTP method at R 6.9; and tons of ore are transported in the opposite direction at tariff rates of R 17 and R 9.7 according to the IKTP method.⁷ It turned out that when making calculations based on supplementary costs, it is efficient to transport the KMA (expansion unknown) ore to a western Siberian plant and the Kuznetsk coal to the Don Basin and the Baltic region.

Ferrous metallurgy serves as an example of a certain irrationality in siting production. The historically developed location of our industry resulted in the fact that regions having excessive metal production (Don Basin, the Dnepr river area, the Urals and the Kuznetsk basin), do not correspond with regions in which it is used intensively (the center, the northwest, etc.). Depreciated scrap and production wastes accumulate in large quantities in rolled metal using centers. It is possible to transport these wastes to regions having a plant with a complete metallurgical cycle or to reprocess them at metallurgical conversion plants where scrap accumulates. The practice of conversion plant construction abroad is self-justifying. More than 240 mini-metallurgical plants, which are an effective supplement to plants having a complete metallurgical cycle, have been built in the post war years.⁸ Such mini-metallurgical plants can operate without rail transport. The scrap is delivered and the output taken away by truck.

Questions concerning development of conversion metallurgy are resolved to a certain extent depending upon transportation costs, in practice on the method employed for assessing rail transport. Work indicators of the Belarussian conversion plant, for example, which are considered on the basis of the tariffs (as a result of their no longer bringing scrap from

Minsk to Lipetsk and conversely delivering rolled products to Minsk) are fully economical. Consequently, it is necessary to build a conversion plant in Belarussia and a count of transport on the basis of supplementary costs shows that it is advisable to build a conversion plant in Minsk.

An account of transport based on tariffs for completing costs of an optimum plan will change the fuel-energy balance of the country substantially. Electric power transmission over long distances will become more advantageous and the use of local types of fuel will increase. Refineries will be built so as to lengthen oil pipelines and reduce rail shipments. Moreover, when making the account on the basis of supplementary costs, rail transport turns out to be cheaper than pipeline in certain instances.

L. Kantorovich and A. Zhuravel' have spoken out in the press on the question of rail transport assessments. Thus, they note that the existing level of tariffs is almost double that of the current and capital national economy costs for transport, and they consider a significant reduction in long-term rail freight tariffs necessary as well as a reduction (up to 6-8 percent) in the fixed standard of profitability from rail transport production funds.⁹ In their opinion it would be necessary to examine the possibility of establishing charges for the funds at a level of 2-4 percent of their cost.

When considering transport according to supplementary costs, the question of profit formation of charges for the funds arises. Furthermore, it is necessary to specify more precisely who will pay the constant part of the production costs. One must suppose that this should be derived from "old shipments" but, given such an approach to transport assessment, two prices arise, for old and new shipments. In the given case, the external side of the matter is taken as its essence. A new cargo appeared, and subsequently supplementary costs arose. If the freight traffic is to be increased overall, or if the returning empty cars are to be loaded, costs per ton-km will be reduced as a result of the more rapid growth of traffic as compared with the growth of expenditures and this reduction pertains both to the old and to the new cargoes to an equal degree.

In our opinion, transport tariffs, as is the case with prices for industrial output, should not be calculated according to individual costs of the individual enterprise for track section, but according to costs for the individual railroad routes. In this case it is necessary to consider all of the rules for price setting. The tariffs for freight traffic along overburdened routes, as is the case with the prices for scarce commodities, should be higher than over underutilized routes. However, earnings for transportation should, on the whole, correspond to the socially necessary costs and cover production expenditures and charges for funds and provide for formation of incentive funds, simple and expanded reproduction, and a product for society.

Presently, optimal industrial plans for the development and situation of production are being drawn up. In most cases, they are deciding on a minimum

of total adjusted costs associated with production and delivery of finished product to the consumer. The assessment of transport, fuel and electric power, particularly based on completing assessments of the optimum plan, are of particular significance when compiling the indicated plan. In our opinion, working out an optimum plan for the development of freight transport and determining the completing costs arising from it are also necessary. Advocates of accounting for transport based on supplementary costs believe that such an approach corresponds to principles for optimization. We cannot agree with this. An optimum plan for development of rail transport should be drawn up considering the need for significant transport construction. Such a plan will permit us to determine a plan for the development of operating railroads and new construction as well as completing costs for the optimal plan. This is a unified task in the Standard Methodology of Estimates in the Development and Situation of Production Over the Long Term Using Computers. It was demonstrated that transport costs should be calculated using assessments of an optimized plan for the development of a transport network for the future.

It is necessary to develop an optimum plan for the development of transport (rail, truck, pipeline, river, sea and air) for 1985-1990-1995-2000; each period will have its own completing costs. Moreover, it is necessary to calculate the following: the volume of freight and passenger traffic, possible variants in the development of various types of transport, the corresponding current cost and impending capital investment. Such a task may be resolved at a minimum of summary adjusted costs while satisfying the estimated transportation requirements.

It is possible to estimate the optimum assessments of rail transport by individual zones and routes. With regard to all transport, in most cases adjusted costs per ton-km of transportation on newly built railroads are closing costs when their carrying capacity and the normal construction conditions are used, without accounting for construction under particular conditions and in remote regions of the country. Special, mostly advantageous tariffs, can be established for these railroads. It is necessary to work out transport tariffs based on assessments of the optimum plan, so that they economically stimulate the well-founded situation of productive forces and the distribution of traffic among the various types of transport.

For such cargoes as fuel, ferrous metals, lumber and others, estimates in most cases have already been made for many years based on supplementary and not on socially necessary costs. Meanwhile, the consumers actually settle for services of any type of transport, including rail transport, based on tariffs which approximately reflect socially necessary costs.

Given the supplementary traffic, the supplementary costs which arise should be taken into consideration when planning capital investments in railroad construction. Low supplementary costs indicate unused reserves and the possibility for increasing traffic over a specific route.

It is necessary to make an assessment of rail transport during planning and development of an ordinary or an optimum sectorial plan for the development and situation of production on the basis of scientifically founded tariffs calculated by regions, proceeding from assessments of the optimal plan for rail transportation, taking the quality of their services and their unavailability into consideration.

FOOTNOTES

1. See I. Pavlovskiy, "Perspectives for Development of Rail Transport," *PLANOVOYE KHOZYAYSTVO*, No 12, 1977, p 7.
2. See "Narodnoye khozyaystvo SSSR v 1978 g." [The USSR National Economy in 1978], Moscow, "Statistika," 1979, pp 49, 50, 51, 297, 299, 302.
3. See Yu. Bokserman, "On New, Progressive Types of Transport," *PLANOVOYE KHOZYAYSTVO*, No 11, 1978, p 22.
4. "Narodnoye khozyaystvo SSSR v 1978," pp 300, 301.
5. See "Narodnoye khozyaystvo SSSR v 1978," pp 517, 519.
6. See V. Fomin, "Ways to Eliminate Cross Shipping," *PLANOVOYE KHOZYAYSTVO*, No 6, 1978, p 129.
7. See P. Shiryayev, V. Shtanskiy. "Effektivnost' kapital'nykh vlozheniy v chernoy metallurgii" [The Effectiveness of Capital Investments in Ferrous Metallurgy]. Moscow, "Metallurgiya," 1977, p 77.
8. See V. Zimin. "Prospects for Construction of Small Conversion Plants," *PLANOVOYE KHOZYAYSTVO*, No 12, 1978.
9. L. Kantorovich, A. Zhuravel'. "The Role of the Transport Factor When Locating Production," *VOPROSY EKONOMIKI*, No 3, 1974.

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RAILROAD

INEFFICIENCY, LACK OF RAILROAD CARS UNDERSCORED

Deputy Construction Minister

Moscow STROITEL'NAYA GAZETA in Russian 6 Jun 80 p 2

[Article by USSR Deputy Minister of Building Materials Industry: "Suppliers Are Allies"]

[Text] Slightly less than 10 percent of all our ministry's freight shipments go by rail, second only to the proportions of the USSR Ministry of Ferrous Metallurgy and the USSR Ministry of Coal Industry. Given such scope, improving the use of rolling stock in every way possible is of top-priority importance. It must be stated directly that this task is still not always being resolved satisfactorily at all enterprises of the branch. Average rail car idle time on sidings in 1976-1979 was 6.7 to 6.6 hours, given a norm of 5.4 hours. Last year alone, above-normative rolling stock idle time led to losses of more than 50,000 cars, that is, we would have been able to send to consumers about three million tons more of freight. Largely to blame for this were building materials enterprises of the Ukraine, Uzbekistan, Tadzhikistan and Turkmenia, as well as the Glavremmekh and Glavasbesttsement.

During the 10th Five-Year Plan, we have implemented a complex of measures to improve transport organization, strengthen its technical base and develop the warehouse system. The branch now has 640 transport shops and a large fleet of locomotives and cars has been created. Each year, we have introduced loading-unloading fronts at enterprises and expanded existing ones; we are building sidings and warehouses and equipping them with mechanisms and various other equipment. During the past three years, including this year, a total of 750 such measures will have been carried out.

Increasing use is being made of containerized and packetized shipments. For example, we manufacture more than 20,000 containers each year for shipping plate glass and now deliver more than half the output using this progressive method.

In the course of a year, we manufacture and acquire up to two million pallets for unit-packaged packetizing; they are used to ship more than half of

all the brick shipped. We have begun producing containers for asbestos-cement pipe. This year alone, we will produce 4,150 of them.

We plan to expand the products list of freight shipped in containers and on packets and pallets. They include bathtubs, room radiators, glass items, brick and ceramics, drainage pipe, and so forth. In 1980-1981, the Chernorechenskiy, Korkinskiy, Sukholozhskiy and Spasskiy cement plants will introduce automated lines for packetizing cement in heat shrink plastic film. This enables us to fully mechanize the pouring and ensure that the cement will be protected during shipment to regions of the Far North.

As a result of the steps taken, the organization of loading and unloading at our enterprises improved somewhat. In 1979, above-plan rail car idle time decreased by 0.1 hour. Of course, we hoped for better results, but the harsh winter and interruptions in fuel supplies played a certain negative role. However, even under these difficult conditions, building materials enterprises of Belorussia and Lithuania and the Glavasbest kept within the rail car idle time norms, and the "Uralasbest" combine and the Magnitogorsk, Podgorenskiy, Sebyakovskiy, Korkinskiy and Teplozerskiy cement plants and others not only met the rail car processing norms, but improved the organizational work of transport shops and strengthened business relations with railroad station collectives. Their experience in cooperation is being disseminated.

The ministry is strictly supervising rail car processing on enterprise sidings. The computer center supplies us each day with information on freight operations and rail car idle time norm fulfillment. Questions of reducing such idle time are often discussed at meetings of the ministry collegium.

Last year, we were unable to ship to consumers about 24 million tons of freight. This seriously complicated our work. Those to blame were punished. However, a large amount of output and raw material could not be shipped due to the systematic failure of railroad stations to send cars. Large amounts of cement, nonore materials, mineral fertilizers, asbestos-cement pipe and other items, glass, roofing materials, and so on, accumulated at branch warehouses.

We also began this year without the necessary reserves. Shipments of gypsum rock from the Shchedokskiy and Baskunchakskiy enterprises, of refractory and infusible clay from the Pechora and Artemovo enterprises, of quartz sand from the Ramenskiy Ore-Enrichment Combine, of dolomite from the "Kovrovdolomit" combine, and a number of other items have been at a low level. A number of railroads -- East-Siberian, Kemerovo, Sverdlovsk, Volga, Donetsk -- are not meeting plans for shipping raw material and finished products.

Running traffic in units is one progressive method of shipping freight. Jointly with the the Ministry of Railways and the USSR Gosplan's Soyuzglavtransport, we have set up unit-train cement shipments. Beginning last year, industrial raw material has also been shipped in unit trains. More than 40 percent of the cement and industrial raw material and nearly half the construction freight is now being shipped using this method.

With the participation of the branch institutes, we are working on increasing the volume and carrying capacity of rail cars through compact loading of wall materials, glass and sanitary-engineering articles. We are introducing more progressive car load norms which will increase their static load. It is now 55.2 tons; that is an appreciable increase over a few years ago.

Making shipments more efficient is an important reserve. Understandably, it is important to develop building materials industry in places where construction is concentrated and to master local raw material bases in order to do this. Additional production capacities have been introduced at the Spasskiy and Navoiyskiy cement plants, and they now need to bring in 300,000 and 280,000 tons less cement from the Primor'ye and Central Asia each year. We have begun producing more special types of cement -- sulfate-resistant, tamponage, and so on -- in the Urals, Western Siberia and the Caucasus. Such reorganization of the transport process helps free tens of thousands of cars annually for other uses. We are persistently continuing work along these lines. In the 11th Five-Year Plan, we will finish construction of the Rezinskiy Cement Plant in Moldavia and start up new technological lines at the Navoiyskiy, Karaganda, Savinskiy, Nikolayevskiy and Krivoy Rog cement plants.

After mastering new raw-material deposits in 1981-1985, we will be faced with redistributing the directions in which quartz sand, gypsum rock and mineral additives for cement production are delivered. After carrying out this program, we will have reduced rail shipments of our freight by four billion ton-kilometers.

We will significantly increase deliveries of materials by water. River docks will be put into operation in Vol'sk, Voskresensk, Zhigulevsk, Iskitim, Mokhsogollokh and elsewhere. More gravel, glass, cement and fertilizers will go by water.

In order to improve freight deliveries, it is also important how interrelationships are set up with rail workers, shippers and recipients of raw and other materials and products. We have quite a bit of friction in our relations with railroaders, but contacts are being strengthened and we are seeking paths to mutual understanding and cooperation. Unified technological processes for transport shop and station operation are being developed and used at many enterprises and progressive technical norms and scientific labor organization are being introduced. The Ministry of Building Materials Industry is helping railroad workers repair rolling stock and clean cars after freight has been shipped in them. Last year, we did routine maintenance on nearly 4,000 cement hopper cars and this year we plan to work on 6,000 hopper cars.

Of course, the work results of the transport services cannot be called satisfactory. There are still quite a few shortcomings and reserves, but there are also a number of problems in whose solution both rail workers and our related services must participate.

For example, builders are the main recipients of cement. But they are unloading cement cars unsatisfactorily, damage mechanisms and devices, and often turn rail cars into warehouses on wheels. We have done quite a bit to keep this category of rolling stock in fit condition, but the builders reduce our efforts to naught. Cement rail car circulation is reduced.

There are quite a few such unsolved problems. In order to solve them, the joint efforts of a number of ministries and departments will be required.

'Loss' of Railroad Cars

Moscow EKONOMICHESKAYA GAZETA in Russian No 22, 1980 p 22

[Article by Latvian SSR People's Control Committee deputy chairman P. Patenko: "Thus Are Cars Being 'Lost'"]

[Text] All three divisions of the Baltic Railroad -- Riga, Daugavpils and Yelgava -- successfully met plans for the fourth year of the five-year plan in terms of freight turnover and freight shipment; they contributed to the overall success of the many thousands-strong collective of Baltic rail workers.

The achievements are obvious, but there are still quite a few unused reserves for improving work efficiency and quality among rail workers. This was shown, in particular, by a check of the Yelgava division made by republic people's controllers.

One of the chief reserves is to further reduce rail car idle time in loading and unloading operations. Thus far, this indicator has been above the established norm. As a result, 11,500 cars were "lost" in the republic last year alone.

In order to reduce such losses, we must first of all increase the timeliness and accuracy of information on the entire chain of freight movement. It is precisely late, erroneous data which causes many misunderstandings. Here are several examples.

A car with flax arrived at Yelgava Station. Inasmuch as information that the freight was arriving was not received in time, no motor transport had been applied for. The car stood idle in the station freight yard for three days.

Or this. Daugavpils reported that 28 tank cars of diesel fuel was arriving at Ventspils Station for the commercial seaport. The port made ready to receive it. But then it turned out that the fuel was destined not for the port, but for the oil transshipment center, which was not ready to receive it, naturally. Unfortunately, the checks have also revealed quite a few instances in which the nature of the freight, its amount and the consignee have been incorrectly indicated.

Let me note that last fall, the Baltic Railroad issued an order that comprehensive information be improved with consideration of the use of computers to plan operational work. The reference was thus not to any kind of radical new steps to improve the operation of this service, but to carry out in a basic fashion those measures anticipated in the order, about increasing execution discipline.

As is known, the railroad has instituted a procedure whereby the consignee is obligated to transfer freight to motor transport at the station of destination at any time of year and any time of day. But there are consignees and then there are consignees. One picks up his freight promptly, another does not. However, both must hold vehicles, responsible duty officers, warehouse men and loaders in readiness. And in fact, in our republic alone, thousands of enterprises and organizations simply cannot be constantly ready to receive freight.

Stations must have facilities and installations suitably equipped to carry out freight operations. However, the status of the freight economy of the stations and especially of the warehouses cannot ensure prompt processing of the ever-growing freight flow. In the Yelgava division, for example, the mechanized section services only nine of the 33 freight stations, handling only seven percent of all the freight arriving at those stations.

The situation is similar at other divisions. One of the largest stations in the Baltic area, the Riga freight station, is also failing to process freight within the established schedules. And the end is not in sight for completion of the new freight station under construction.

Losses of rail car resources are also to be explained in considerable measure by the fact that there is a shortage of shunting locomotives at many stations. At Yelgava Station, for example, only one diesel locomotive is employed to haul cars onto and off of sidings, and it operates in only one shift, during the day. The situation is similar at Ventspils station. It is for precisely that reason that it often happens here that cars are not hauled up for emptying for three to five days.

In order to increase the efficiency of the rail car fleet, we need in particular to strictly follow train movement schedules and to make up full-weight, full-complement trains. But this work is not in proper order. For instance, the 128 cars checked after loading at the "Riva" branch of the Liyepayskiy Building Materials and Components Combine were underloaded by 1,100 tons. Some individual cars were underloaded by 20 tons. There were cases of underloading by up to 32 tons per car for individual shops of the "Vtorchermet."

In recent years, the Ministry of Railways has increasingly prohibited the loading of gondola cars in Latvian divisions of the Baltic Railroad. And gondola cars "ride" empty, although freight which must move to mainline stations returning empties is often standing in enterprises and ports. Since the start of the five-year plan, gondola car loading in Latvia has decreased

And how is this task being resolved in our republic?

The first quarter was not an easy period for rail transport. Additional difficulties arose due to increased fuel shipments (schist, bulk petroleum cargo) this past winter. Weather conditions dictated this, for the most part. Take the delivery of mined and quarried schist and gravel. This freight freezes in the cars, which naturally makes it considerably harder to unload the schist and gravel.

And so our collective did everything possible in the first quarter to ensure shipments of republic economic freight by focusing its primary attention on raising the level of operations work. As a result, the quarterly freight shipment plan was met by 103.3 percent, 224,000 tons of freight above the plan was shipped, and assignments were overfulfilled for locomotive productivity, train weight, sector speed, freight turnover and passenger shipment volume.

However, we are aware that there are no grounds for complacency, as there are still serious shortcomings. Take, for example, the following. The obligations the collective assumed for 1980 anticipated speeding up car turn-around by five hours as against the time achieved last year. Let me explain that car turn-around is a cycle of use, from the start of one loading (followed by movement, freight operations, processing at through stations) to the start of another. During the first three months of 1980, we managed to reduce car turn-around by just 2.5 hours. We consider that inadequate. It is important to emphasize that 85 percent of losses are above-normative car idle time in freight operations and at through stations (averaging 1.9 hours).

It must be noted that many republic enterprises and organizations have reduced above-normative car idle time on sidings to a minimum. They bear little blame for the excess turn-around time. The main reasons lie in the railroad itself, especially at Tallin, Yulemiste and Tartu stations. For example, Tallin Station, even with its [high] technical level, is not able to cope with the volume of freight to be handled, which is growing year by year. And that applies foremost to export-import freight at the Tallin merchant marine port. Yulemiste Station is also in difficult straits. Its renovation, begun many years ago by Construction Administration 313 of the "Sevzaptransstroy" trust, has been impermissibly slow and is not yet complete. As a result, Tallin Station continues to be seriously overworked.

The inadequate development of our support stations in Vyrü, Vil'yandi, Rapla and Pyarnu also affects the slowing of car turn-around. The situation is expected to change in the next five-year plan. By republic government resolution, the construction of unloading tracks has been entrusted to a number of ministries interested in the fastest car turn-around. For example, the Estonian SSR Ministry of Motor Transport and Highways is beginning work on Kyarkna Station (near Tartu), the Estonian SSR Ministry of Construction -- Kokhtla Station, the State Sel'khoztekhnika Committee -- Vil'yandi Station, and the "Estkolkhozstroy" -- Pylva Station. Specific dates

have been set for finishing the construction, and we assume those schedules will be followed.

There are also other reasons for the delay in speeding up car turn-around. For example, when tank cars with chemicals for export stand idle for long periods waiting to approach Tallin port and their respective ships, it has a pernicious effect on rolling stock use. But incoming tankers also stand idle, since they must naturally get rid of what they are delivering by pumping it into special tank cars before they can take on export cargo. Such tank cars are not always available at Tallin Station, and if they are, they have often not been scrubbed and steam cleaned: as throughout this division of the road, Tallin Station lacks a tank car preparation center.

As was already noted, the attitude towards cars on enterprise and organization sidings has improve recently. However, it must be stated that less than half the total number of enterprises working with cars on sidings have processed them on schedule or ahead of schedule. Some 2,395 cars were "lost" at the remaining enterprises during the first quarter. That applies foremost to the Estonian SSR Ministry of Building Materials Industry, Estonian SSR Ministry of Procurement, Estonian SSR Ministry of Construction, and the Estonian SSR Gosnefteprodukt.

Certain leaders evidently underestimate the growing role of rail transport in production organization. Thus, actual rolling stock idle time at the Valgaaskiy Mixed Feed Plant is more than double the established norm, which has led to the levying of fines. For example, the plant paid 6,275 rubles in fines during the first three months of this year.

Another example. The "Slantsekhim" association, after building a new plant, permitted serious lag in the construction of sidings, so incoming cars stand idle, since the transport system is essentially not ready to receive raw material.

Loading resources losses due to incomplete use of car volume and capacity are equally substantial. Average underloading per car was two tons for the division during the first quarter. Losses were 2,821 cars due to this. Particularly guilty of this were the gravel quarries of the Estonian Ministry of Building Materials Industry. And for just one reason: no scales on the sidings at Vazalemma Station (where the gravel is quarried). And our inspection weighings of cars arriving from there have revealed underloading for years now. And that ministry was to have put things in order here back in 1978 (according to its own plans).

It is clear that Estonian railroad workers are faced with bringing their own internal reserves into play in order for rolling stock to be operated properly. One important factor, for example, is reducing car turn-around by accelerating car movement through to stations where they will be unloaded. Stricter observance of technological processes of station operation is also required, foremost as regards working freight fronts. To this end, adjustments have been made in technological processes and steps are being taken to

bring the complement of workers in the leading occupations up to full strength. Much importance is also being attached to improving freight-consignee information on incoming freight. To this end, a special information bureau equipped with the necessary means of communication has been created in the division and information centers have been opened. As a result, even before a car arrives, the consignee knows what kind of freight will arrive and he prepares ahead of time to receive it, which will in the final analysis reduce rail car idle time.

There is no question that the enormous sums being allocated by the party and government to develop rail transport will not yield the anticipated effect overnight; that will take time. But the prospects are pleasing. For example, this year 1.3 million rubles more in state capital investments was allocated to develop the Estonian division than last year. A program for developing the Estonian rail system in the next five-year plan has been developed with consideration of housing, cultural and personal-services facility construction. An important factor, since railroad workers do not now have their own recreation centers, a Palace of Culture in Tallin or sports complexes.

And so a program has been outlined. It is now a matter of actualizing it, of solving those problems we have been discussing today.

'Traffic Jams'

Moscow IZVESTIYA in Russian 9 Apr 80 p 2

[Article by A. Rogachevskiy, deputy chief of the South Urals Railroad freight service, and correspondent G. Shcherbina: "Traffic Jams on the Rails"]

[Text] According to calculations from the Scientific Research Institute of Rail Transport, eliminating inefficient shipments would enable us to reduce national economic transport outlays by 400-500 million rubles and deliver approximately 150 million more tons of output per year to its destination. The most striking example, I think, is that of inefficient planning in the procurement and shipment of scrap metal. In 1978, railroads hauled 58 million tons of it. In this regard, an additional 250,000 cars were used due to underuse of load capacities. Total scrap metal transport capacity resources losses reached 450,000 cars. Unjustified transport expenditures were 65-70 million rubles. Sad statistics. The example of Chelyabinskaya Oblast can show why all this happened.

It has long been the case that enterprises with a plan for generating more than 50 tons of scrap iron a year or more than 1,500 tons of scrap of all kinds per year have been obligated to reprocess it themselves and ship it in standard sizes to consumer plants in accordance with Vtorchermet job authorizations. The Magnitogorsk Metallurgical Combine and the Chelyabinsk

and Zlatoustovsk metallurgical plants, for example, are among such very large metal scrap-generating enterprises in Chelyabinskaya Oblast. But not one of those enterprises is meeting existing requirements and shipping scrap iron (ingot molds) to Vtorchermet plants in Kolomna, Leningrad, Gor'kiy, Volgograd and Chelyabinsk for processing. Those plants reprocess ingot molds into standard-size pig, which is then sent to consumer plants. It has been estimated that the three South Urals metallurgical enterprises named above load up to 7,500 cars each year with nonstandard pig iron and that an equal number of cars go to consumer plants carrying standard-size pig. An obvious misunderstanding.

What's going on here? It turns out that the existing system of planning is to blame, in that it does not take into account deliveries of scrap metal and its reshipment (return shipment). True, the above-mentioned plants can justify this by the lack of scrap reprocessing equipment, but they themselves are to blame for this, inasmuch as they have not carried out directive instructions on creating such facilities. But it also happens otherwise. For example, the Chelyabinsk Road Machinery Plant imeni Kolyushchenko was set a 1978 plan for generating and shipping more than 18,000 tons of scrap, and at the same time, it was allocated a fund of about 9,000 tons of shipped-in scrap. In fact, it is entirely possible for the plant to do without shipped-in scrap! It seems to us that the existing planning system is once again to blame for such lack of coordination, in that it does not take into account scrap metal deliveries and reshipments. Analysis of the amounts of such inefficient shipments for all oblast enterprises shows that, given annual imports of 664,000 tons of steel scrap at oblast enterprises, these same enterprises ship out 408,000 tons per year. More than 200,000 rail cars are required to ship that amount of freight. And here we encounter yet another scourge, underloaded rolling stock. Car monitor weighings show that over the past year and a half to two years (according to Vtorchermet documents), underloading has been on the order of 160,000 tons of various types of steel scrap per year. It is urgently necessary that Vtorchermet workers planning these inefficient shipments fundamentally alter their approach to this matter.

The second thing on which I should like to focus attention is how to free the railroad of work which is not appropriate to it, short-run shipments. At one time, the South Urals Railroad reached agreement with the South Urals Territorial Transport Administration on transferring 1.1 million tons of freight to it. However, enterprise leaders used every pretext to refuse to use the vehicles. For example, normal procedure at the Chelyabinsk Forging and Pressing Plant is for the enterprise to maintain an electric locomotive and a fleet of special cars for hauling its own output to a related enterprise, the Ural'sk Vehicle Plant. It uses the tracks of Chelyabinsk-Glavnyy Station and other rail junctions, and each run takes up to two days. But in fact, 3-4 Kama Vehicle Plant vehicles with trailers would reduce each run to two hours and the output would be moved with considerably lower expenditures. Strange as it may seem, they anticipate shipping only by rail in the near future here.

The rail junctions could be relieved of short-run shipments faster by the construction of special types of transport. Since 1970, the South Ural Railroad administration has been asking the Ministry of Ferrous Metallurgy to build a connecting track between the Chelyabinsk Electrometallurgical Combine and the Chelyabinsk Metallurgical Plant. Three kilometers long, it would relieve the rail junction of short-run shipments of a large amount of freight: 233,000 tons of scrap metal, more than 7,000 tons of refractory materials, 141,000 tons of coke and 93,000 tons of ferroalloys per year. Unfortunately, construction of this branch line has not been begun yet, although the Ministry of Ferrous Metallurgy approved the technical-economic substantiation last January and even allocated 300,000 rubles, which was not utilized.

Another serious miscalculation is the attachment of suppliers to random, it seems to us, customers. Thus, the Dneprodzerzhinsk Metallurgical Plant ships freight 2,620 km on the Pridneprovsk Railroad from Pravda Station to the Chelyabinsk Tractor Plant; it ships 12,000 tons of a single brand of steel a year. But the Serovskiy Metallurgical Combine is located not far from Chelyabinsk (582 km). If it shipped the same kind of steel to the plant, transshipment work would be reduced by 24,456 ton-km and transport expenditures would be reduced by 49,400 rubles.

A second example. That same Dneprodzerzhinsk Metallurgical Plant ships the Chelyabinsk Forging and Pressing Plant 54,000 tons of sheet steel per year. Assigning the forging and pressing plant to the Magnitogorsk combine would enable us to reduce shipments by 120,420 ton-km and transport outlays by 245,000 rubles. And it cannot be denied that even rail workers themselves have not avoided such paradoxes. For example, with a very large paint and varnish plant in Chelyabinsk, the "Soyuzglavkhim" has assigned the South Ural Railroad to the household chemistry plant in Alma-Ata for minium supplies and to the "Rossiya" chemical combine in Kamensk-Shakhtinskiy (Rostovskaya Oblast) for lacquer supplies.

Running trains in units, that is, sending out trains in a target direction, is a factor of considerable importance to using means of transport better. Currently, only slightly more than a third of all shipping is sent out onto the tracks from enterprise sidings in organized units on the South Ural Railroad; the remainder heads out in a scattered manner, either in individual cars or in groups of cars. What can be done about it?

The first step must be to increase the scope of unit shipments at a number of large enterprises of the Ministry of Ferrous Metallurgy, including such enterprises as the Chelyabinsk Metallurgical Plant, the Magnitogorsk and Orsk-Khalilov combines, and others. Take the Chelyabinsk Metallurgical Plant. Shipping out 360 cars a day, it routes only seven percent of all shipments in units. Only granular slag is shipped in units here, for a distance of 60 km; the remaining plant freight is not grouped in this manner, the enterprise citing the necessity of renovating warehouse facilities and Metallurgicheskaya Station. The flow of cars here is heavy for that reason, more than 10,000 cars a month; of these, upwards of 7,500 cars just

with metal are sent out to be processed at the nearest shunting station, in Chelyabinsk.

It is known that 60 percent of the freight flow goes beyond the South Ural Railroad. In this regard, two constant, large streams are singled out: a northern stream and a western stream -- more than 2,000 cars a month. In order to increase running trains in units and reduce transport expenditures, loading by direction could be done in strict conformity to a calendar plan. Concentrating shipments enables us to cover this flow using unit shipment and to free more than 5,000 cars a year for other work as a result.

Ministry of Ferrous Metallurgy enterprises in Magnitogorsk junction load more than 800 cars a day, including 700 at the metallurgical combine, 65 at the calibration plant and 35 at the small metal hardware plant. The freight flow created here is organized into trains following a marshalling plan using a gravity yard built with Magnitogorsk combine funds. In order to reduce transport expenditures and increase car-flow transit out of this junction, it makes sense to run all shipments by direction. This would considerably simplify the work of the marshalling yards. Jointly with the Ministry of Ferrous Metallurgy, the Ministry of Railways should establish a mandatory percentage of unit-train shipping and make it an important measure of the work of railroad shops.

Eliminating inefficient shipments and raising the level of unit-train shipping are time-consuming, labor-consuming work, but these problems must be solved.

Problems In Odessa

Moscow IZVESTIYA in Russian 18 Apr 80 p 2

[Article by M. Gorbis and F. Chernetskiy: "How Runs Were Speeded Up"]

[Text] Look at the map: the Odessa Railroad seems to be at a seam in the transport conveyor. Its sphere of activity includes servicing up to a dozen seaports and river ports, foremost Il'ichevsk and Odessa, the largest ports in the country. The port of Reni is on the Dunay and is almost equal to Il'ichevsk in importance and volume of cargo processed. And there are Nikolayev, Kherson, Belgorod-Dnestrovskiy.... These cities also have what railroad workers call "hot" spots. And the port of Yuzhnyy [Southern] also appeared quite recently on the map near Odessa. Trains are running south with export freight and back with imports.

The fleet is growing; more and more ships are taking to the seas and oceans. Their tonnage is growing and the freight flow is also increasing as a consequence. The throughput capacity of the railroad is not so unlimited. Perhaps that is why the "hot" spots at the seams are becoming hotter with each year. Success, in the form of precision operation of the transport conveyor, will depend largely on the smooth, coordinated actions of related services acting as partners.

Several years ago, the now widely known comprehensive socialist competition among rail workers, port workers and vehicle drivers was born. Initially, unified dispatcher services were created at ports and on the railroad. They drew up a joint plan of operation for each shift: what freight to process, where it would go, what docks to send cars to, when to pick up. Far from an easy job. In fact, Il'ichevskiy port receives and ships out up to 500 cars daily, for example! Its docks stretch for many kilometers and dozens of ships are being loaded and unloaded at any one time. Another complication is the fact that cars can be sent from the station to the port on only one track, the so-called throat track. Here, particularly smooth, precise work is needed. The unified dispatcher service, in our view, did what was primarily needed: it improved shunting conditions within the port and speeded up car turnaround.

But by no means everything the dispatchers planned to do was implemented: proper coordination was lacking in the work of the immediate executors -- locomotive and rolling stock brigades, car inspectors and acceptance-release workers. Take just one detail in this. There are essentially two managers in the port. The entire track system -- sidings, a far-flung network for shunting -- is run by the railroad. But if a car has to go out onto the docks, it immediately falls entirely within the purview of port workers. Only from that moment on are the port workers responsible for car idle time. But they are not to blame for how much time a car stands idle prior to being sent to the docks or for how long it stands idle even after it is taken away from the docks. And what happened was that the port workers not only kept within the time limits, but even saved time, while rail workers exceeded the established norms....

At that time, the idea arose of creating unified multipurpose shifts: rail and port workers were combined into a kind of common collective with a common task. In order for the conveyor to work without spurts and dislocations, we needed a long-range plan for the week or 10-day period. Leaders of the railroad station and the port had to combine into a coordination group.

Such problems as accelerating the movement of needed freight and supplying empty cars and ships often arise, of course. They require coordination at the level of the railroad, steamship line and motor freight administrations. Then they received help from the transport center staff, involving the leaders of all the parties concerned. A coordination council attached to the Odessa oblispolkom assumed the tasks of deciding comprehensive problems of transport development in the region and precisely coordinating the actions of the various departments.

Deputy posts and groups were created at the railroad stations and in the ports. They included people with many years of work experience who were good organizers. The efforts of the people's deputies were aimed at improving the work of all links in this technological loading-unloading chain.

And so the comprehensive socialist competition was born. The foundation was laid by Il'ichevsk transport workers. Their initiative was taken up in

Odessa, Nikolayev, Kherson and Reni. The competition developed, as they say, far and wide.

Take, for example, the "thousanders" movement. It arose in the Il'ichevsk transport center and was taken up in other ports. And now, all Odessa Railroad subdivisions are engaged in it. The initiators set themselves the task of putting 1,000 kg more freight than called for in the established norm into each car.

It is known that the load capacity of a car is 60,000 tons, but much of the freight is light, rail workers say, and less is put in than the load capacity of the car. So the "thousanders" decided to condense the freight in the car by putting it in more efficiently. Now the cars are heavier: for example, we are shipping 2,900 kg more sugar per car, 1,690 kg more scrap metal, 3,100 kg more refractory materials, and so forth. Or take the so-called average car: it is 1,750 kg heavier. Whereas the average load per car in 1976 was 46 tons 930 kg of freight, the figure was two tons higher in 1979. Thus, during the time since the "thousanders" movement began, that is, over the last three and a half years, an additional 3.4 million tons of freight has been shipped. This means more than 100,000 cars were freed for other uses.

The experience of the "thousanders" has now been generalized, but the initiative continues to be developed. The reference now is to a new goal, to putting two tons more freight in each car.

Of course, that is no simple matter. It will require a great deal of organizational work and appropriate personnel training. Serious attention is being paid to training in all railroad subdivisions -- divisions, stations, areas. Leading experience is being generalized in courses and at seminars; practical exercises are being conducted.

On the initiative of collectives of the Odessa-Peresyp' Station and the Rolled Steel plant imeni Dzerzhinskiy, competition is developing on the Odessa Railroad under the slogan: "With a Guaranteed Certificate of Quality." It is aimed at reducing the number of empty hauls and losses of time in loading and unloading. Here is essentially what it is. Railroad workers are obligated to ensure the fast delivery of cars to a plant in the amounts outlined in the plan and within 24 hours. The plant, in turn, guarantees that they will be unloaded quickly and loaded uniformly, both on working days and on days off and holidays. About 100 enterprises are currently operating using guaranteed certificates. Last year alone, 35,000 cars were saved for other work by reducing idle time on sidings.

Of course, it is complicated, troublesome and demanding to work using guaranteed certificates. It requires thorough, well thought-out preparation. By no means all the enterprises are doing this. Certain leaders prefer to pay fines from the state pocket instead of seriously putting their own transport shops into order. Party and soviet agencies are now taking active, effective measures to widen the circle of enterprises using guaranteed certificates.

by a third. This has led to a situation in which more than 20,000 tons of imported freight had accumulated in the Riga merchant marine port alone as of the start of this year, including about 15,000 tons of equipment.

The fact that thousands of rail cars leave the Latvian cul-de-sac empty is bewildering. The leadership of the Ministry of Railways needs to think about correcting the situation. In motor transport, for example, as opposed to rail transport, steps are taken to fill loads with incidental freight, regardless of departmental subordination. A special service attached to the republic Ministry of Motor Transport and Highways has even been created to check that not one vehicle leaves Riga, for example, unloaded.

Another example. This five-year plan, the Ministry of Chemical Industry is building a port plant in Ventspils. The main enterprise facilities are being released for operation on schedule. But the railroad station is being given second priority. At the same time, renovation of the station is extremely necessary to successful plant operation. By the start of this year, not one railroad station project had been finished, which led to a situation in which it now takes two to three times as long to draw up a train than the time set in the normative.

This year, the plan is to put a potassium salts transshipment complex into operation at the Ventspils port plant. Freight turnover at the enterprise will double. However, the status of rail station construction has not improved. If urgent steps are not taken to accelerate construction of station facilities, it will begin to slow not only work at the port plant, but also work at the commercial port, the oil transshipment center and other enterprises.

Estonian Difficulties

Tallinn SOVETSKAYA ESTONIYA in Russian 15 May 80 p 2

[Article by S. Gladyshev, chief of the Estonian division and deputy chief of the Baltic Railroad: "Cars On Tracks and In Stations"]

[Text] During the post-war five-year plans, the nation's rail transport has been almost completely re-equipped. Diesel and electric locomotives, four-axle cars, automated train movement control systems -- that is what laborers of the steel highways are armed with today.

However, the tempestuous growth of the economy in Siberia and the Far East in recent years has demanded greater tautness in rail shipments. And, as is known, there have been negative instances. For instance, cases of finished products not being shipped from industrial enterprises due to a lack of rolling stock have become more frequent, and there have been interruptions in deliveries of raw material and fuel to customers. That is why the November (1979) CPSU Central Committee Plenum demanded as sharply as possible fundamental improvement in the operation of rail transport.

The Odessa Railroad collective is well aware that the challenge Red Banner of the CPSU Central Committee, USSR Council of Ministers, AUCCTU and Komsomol Central Committee obligates them to do much. Higher socialist obligations have been assumed for the concluding year of the 10th Five-Year Plan: to haul upwards of a million tons of freight in addition to the plan in the same amount of rolling stock and to free more than 40,000 cars for other uses!

Railroad-Plant Interaction

Kiev PRAVDA UKRAINY in Russian 18 May 80 p 2

[Article by A. Kaganskiy: "Station and Client"]

[Text] The CPSU Central Committee Decree "On Steps to Improve Party Political Work in Rail Transport" stresses the necessity of persistently strengthening labor cooperation among related collectives, of opposing localistic, narrow, departmental approaches to the use of rail cars. Where people are responding to the party Central Committee decree with deeds, they are developing socialist competition for accelerated national economic freight shipments, are bringing internal reserves into play, and are achieving positive results. The correspondence being published today deals with related collectives which are models to follow.

Trains loaded with gypsum rock rumble down the open lines and sectors of the L'vov trunk line. They will arrive at Kiev-Oktyabr'skiy Station in four hours. The stationmaster contacts the dispatcher at the Kiev Building Materials Plant to tell him express freight is coming in. And the station's shunting locomotive hardly gets the unit train onto the access tracks before they begin unloading the cars immediately.

Railroad workers have estimated that if this client constantly had to break up the unit trains using its own efforts and shunting equipment and get small groups of cars from the station to the plant, additional, unanticipated runs would be required, which naturally would slow down car turnaround. After weighing all the "pros" and "cons," station workers have learned to operate to greatest effect. They have been actively assisted in this by the client, the building materials plant. Its shunting locomotive hauls freight to neighboring plants which do not have their own means of transport and hauls off empties and loaded cars. There is a double benefit.

Previously, there was constant friction between rail workers and plant workers, which only hampered their work. Here are the facts. Sound-suppressing gypsum partition blocks, gypsum-board sheet and other items lay in the street, under the open sky, for long periods, getting soaked. All the plant site and all the warehouses were crammed full of freight, for which people at

many construction sites here in the Ukraine and elsewhere in the country were impatiently waiting. At the same time, the station refused to send the enterprise empty cars, inasmuch as car idle time during freight operations on its sidings exceeded the norm several-fold. The plant paid large fines and, naturally, incurred losses.

The Zhovtnevyi raykom recommended that the new enterprise director, A. P. Burlyk, radically restructure the operation of the transport shop. The administration and the plant party bureau began energetic work on bringing order to the shop and strengthening discipline.

The very first check revealed an unattractive picture. Empties stood idle on the tracks, but neither the stevedores nor the shunting locomotive engineer nor the dispatcher were bothered by it: it's not our job to move the cars out, they said.

Under the old normatives, the locomotive brigade was given 30 minutes to move empty cars from the plant to Kiev-Oktyabr'skiy Station, although the distance was only two kilometers. It also was revealed that the cars were held for long periods at a "stop" signal light on the approaches to the station. In turn, the railroad workers justified themselves, saying you can't keep track of everything.

In order to put an end to this disorganization and to interest each worker in achieving the best end results, plant and station workers created unified multipurpose shifts. Workers from the most diverse specialties comprised them. As an experiment, loaders became rigging-machine operators.

"We developed a friendly, stable collective supportive of the work entrusted to it," says Mikhail Marunenko, leader of a brigade of rigging-machine operators. "Now each member is able to operate electric and automatic loaders and other machinery."

He is supported by Vladimir Vygran, an engineer on the plant diesel shunting locomotive. "If a large group of cars arrives at the sidings at the same time for unloading and loading but there is not enough manpower, the diesel locomotive crew lends a hand: engineer, assistant, marshaller. We diligently care for the locomotive and do the maintenance on it ourselves."

Labor competition under the slogan "Strict Supervision of Car Use" has been developed widely in the collective. B. V. Chernyy, the new transport shop chief, and other workers have displayed great inventiveness and creativity. From the moment a car arrives at the plant to the moment it is sent out off the sidings, each operation is strictly noted, which is reflected in the dispatcher graphs, which are regularly used in analyzing operations to reveal internal reserves and "bottlenecks" and to take energetic steps to eliminate losses.

The plant uses the contract-bonus system for paying transport workers and has been concerned about improving their everyday living conditions: a food

intake room and living areas have been equipped and the dispatcher's office has been provided with amenities. This favorable atmosphere has attracted both the younger generation and experienced specialists to the transport shop. Leading workers train novices diligently, resulting in improved care of technical means. Whereas the shop previously had 114 people, it now has half that. But the program is being carried out successfully.

In order to use car capacity more fully, plant workers have introduced two-row loading of acoustic tile. They are also properly concerned here about protecting freight being hauled. In order to avoid losses en route, plant workers often repair car bodies and beds themselves.

Enterprise leaders have begun paying more attention to developing the transport system. Construction of a two-section diesel locomotive depot is being completed; a special terrace has been made for mechanized site cleaning after stone is unloaded; a device has been developed and is being used for heating bulk and liquid freight during cold periods; a mechanized line is being introduced for loading blocks into cars. Major overhauls are underway on sidings.

All this has naturally had a positive effect on work results. Since the start of last year, car idle time at both Kiev-Oktyabr'skiy Station and the plant sidings has been below the norm.

However, practice shows that things have not been adjusted to meet the increasing demands everywhere. High rolling stock idle time is still being observed on sidings of enterprises of the Ukrainian SSR Ministry of Building Materials Industry. Yu. A. Grinenko, its deputy minister, had high praise for the progressive loading-unloading organization at the Kiev Building Materials Plant when we spoke. But how is this method being introduced at other enterprises of the ministry?

Unfortunately, there is nothing to brag about. Take the republic "Ukrsten-materialy" main administration, which combined more than 300 production subdivisions. Above-normative car idle time here is still very high. The main administration, to which the Kiev Building Materials Plant is subordinated, should have been a model of thrifty, intelligent use of means of transport, relying on the experience of that plant. But that has not happened yet. Incidentally, neither has it happened in the ministry as a whole. And that is a shame, since the sensible initiative by these Kiev workers comes at a very opportune time. Just on the Southwestern line last year and in the first quarter of this year, the Ministry of Building Materials Industry held more than 88,000 cars nearly 395,000 hours longer than the norm. Overall rolling stock losses reached 11,900 tons.

The administration and the Kiev Division of the Southwestern Line have just complaints against this ministry. But the railroad itself is having trouble using this experience in business-like cooperation between Kiev-Oktyabr'skiy Station workers and the building materials plant. In the first quarter of

this year, the Southwestern line did not cope with an important indicator, car idle time per freight operation. At the April Ukrainian Communist Party Central Committee Plenum, the line's collective was cited as being among those slowing down car turnaround.

Idle Time Scored

Kiev RABOCHAYA GAZETA in Russian 25 Apr 80 p 1

[Article: "And There's No One To Ask?"]

[Text] "Swoop" brigade composed of A. Litvin, inspector for the Poltava City People's Control Committee; I. Pashchenko, chief of the temporary department of industry, transport and communications of the Poltava City People's Control Committee; L. Ponomarev, chairman of the Kievskiy Rayon People's Control Committee of Poltava; V. Yurko, chairman of the people's control group of Poltava-Kievskaya Station; V. Fedorov, chairman of the people's control group of transport-expeditionary enterprise 16695; V. Lys, RABOCHAYA GAZETA correspondent.

Whole trainloads of railroad cars and container flatcars stretch out in long and short chains at Poltava-Kievskaya Station. Cranes and trucks stand alongside some of them and people bustle around them, but a majority are surrounded by peace and quiet. That day, we saw 76 cars, still not unloaded, destined for 37 city and oblast consignees, in the station yard. Some of them had been here for 10 days or more.

Thirty-nine flatcars with containers, not yet unloaded, were being "preserved" at the station. Ten of them arrived here back in January, including one numbered 9232268. It was on this very car that we found container No 442020, in which the Orshanskiy Flax Combine sent the Poltava "Ukroptekstil'torg" trading center 45,400 rubles worth of flax fabric back on 7 December 1979 and for which workers of the Poltava-Kievskaya Station freight locating bureau had been searching for two months.

Considerable empty car idle time is being permitted. Thus, three empty cars sat idle for 25 hours at the No 7 reinforced products products plant. At the same time, they stopped loading finished products on another spur line at this same enterprise due to a lack of rolling stock.

The list could be continued. Car idle time at Poltava-Kievskaya Station exceeds 30 hours, considerably above the norm.

That is why we had just one question for Valeriy Vladimirovich Kosenko, deputy station chief for loading: "Who is to blame?" And in order for the response to be more or less specific, we went with him to the car at the head of the line of idle cars. The rails were already rusting underneath its wheels, since it had been there 11 days. We were interested in finding

out what was in it. Bagged gypsum for the Poltava Porcelain Plant. "There is no one personally responsible," says Valeriy Vladimirovich with a shrug. "How so?" we asked.

And the story is that if the gypsum had been in bulk, rather than in sacks, according to the unloading and pick-up instructions, the client would have been responsible. The director of the porcelain plant would have been fined three rubles per hour for each hour the car stood idle in excess of the norm. But the gypsum was in sacks so, under the agreement concluded between the plant and transport-expeditionary enterprise 16695, the latter was to have delivered it to the plant. But as you see, it was not delivered. In fact, the transport workers could not be fined, since they had overfulfilled their own norm for hauling freight from the station for each day as a whole. And we, the railroad station enterprise, informed the owner of the gypsum, the director of the porcelain plant, immediately upon its arrival. And that's it. A closed circle, it turns out.

It is clear now why the cars stood idle so long: no one, neither the Poltava-Kievskaya Railroad station nor the industrial enterprises to which the freight was consigned nor transport-expeditionary enterprise 16695, bore any material responsibility for it. However, there are still people responsible for the cars standing idle and it is not hard to find them.

What is a transport-expeditionary enterprise? It is a link between the railroad station and a motor transport enterprise, in this case No 2214, and also between the station and city and oblast plants and factories. It does not have either transport or a material-technical base. Its workers receive information about how much freight has arrived for whom at the station and orders an appropriate amount of transport from the motor transport enterprise to haul it away.

But motor transport enterprise 2214 often does not meet these orders for motor transport in the needed amount. Here is what they do: we'll give you whatever we feel like giving you. So when the plan is to haul 700 tons in a day, they allocate perhaps enough vehicles to haul only 300 tons. And so you have the first people responsible for overflowing tracks.

Now let's look at the container yard. More than 800 containers have accumulated here. At the same time, only 110 per day are hauled away. And it is not just a matter of having few vehicles. The gantry cranes, of which the yard has three, frequently malfunction, so the vehicles coming in stand idle.

But we found the most substantial and at the same time most subjective cause of car idle time at the railroad station to be the fact that over the past 20 years, nothing has been done to repair the sidings here, and the blame for this mismanagement falls solely on Vasilii Ivanovich Suprunenko, chief of the Poltava Division of the Southern Railroad. All sidings, of which there are more than 30 here, are unfit. What kind of track is it that cannot handle six- or eight-axle cars or a series ChME-3 shunting diesel locomotive?

Over the past 20 years, the volume of incoming freight has tripled at the station. And they have been talking about repairing the sidings and putting them in condition to handle large trains and powerful diesel locomotives for just as long, but things are at a standstill.

Comrade L. I. Brezhnev's speech at the November (1979) CPSU Central Committee Plenum sharply criticized the unsatisfactory work of rail transport. Railroad leaders were obligated to bring order to the stations and to strengthen discipline in all links. This demand also applies fully to Poltava railroad workers.

Procurement Problems

Kiev PRAVDA UKRAINY in Russian 30 Apr 80 p 2

[Article: "To Better Utilize Railroad Cars"]

[Text] The Ukrainian SSR People's Control Committee and its local agencies have checked on rail car use in the system of the Ukrainian SSR Ministry of Procurement. It was revealed that the ministry has not met government assignments on reducing car idle time on sidings of enterprises and organizations subordinate to it.

Last year, more than half the enterprises even had worse indicators of rolling stock use than the year before. Due to above-normative idle time, railroads in the Ukrainian SSR lost considerable loading resources and fines were several hundred thousand rubles. And the situation has not improved in the first months of this year.

The ministry leadership has not paid proper attention to the operation and development of industrial transport: poor track is kept of the construction of transport facilities and of fulfillment of freight-handling mechanization plans. The leaders of oblast grain-products administrations and branch administrations of the central apparatus bear no serious responsibility for rolling stock use. And for that reason, ministry orders and instructions on this question are not always carried out.

The unloading front is still inadequate, unloading distribution is inefficient, and mechanization is obsolete and not very productive at many enterprises. Transport is often forgotten in the construction of new enterprises and the renovation of existing ones. For example, the Khristinovskiy Mixed Feed Plant of the Cherkasskaya Oblast Grain-Products Administration has a production capacity of 500 tons per day, but the transport and warehouse system can process only 320 tons of freight per day. At the Tal'novskiy Grain-Products Combine in this same oblast administration, a mixed feed plant was put into operation without expanding the railroad system, and so forth.

At 52 enterprises checked in Vinnitskaya, Kiyevskaya, Kirovogradskaya, L'vovskaya and other oblasts, rail cars are systematically held longer than the norm, freight-handling operations are poorly organized, there is less than a full complement of stevedores, night loading and unloading is poorly

run and the machinery available is used unproductively. At the Pereyaslavskiy Grain-Products Combine of the Kiyevskaya Oblast administration, one in every two cars is held longer than the norm for freight-handling operations. Average idle time is three times the norm. Unloading is done primarily by manual labor and equipment is not used fully.

The ministry and the oblast grain-products administrations are not paying the necessary attention to organizing the unloading of grain arriving in block trains. Many enterprises entrusted with receiving block trains are not prepared to do so. Shipment planning errors are being permitted. The elevator at the Sorokskiy combine, for example, can unload only two cars with grain at any one time, but it is being sent 20-30 cars at a time. Moreover, this combine only has a small mechanical scoop which frequently malfunctions and small locomotives which cannot bring the cars in and take them away at the proper time. There are also similar shortcomings at several other enterprises, resulting in grain unit trains standing idle for long periods at railroad stations. Just at Podzamche Station on the L'vovskaya Railroad, more than 3,000 cars stood idle for from five to 10 days last year for this reason.

The committee severely reprimanded P. N. Semiku, Ukrainian SSR Deputy Minister for Procurement, for serious shortcomings in the use of railroad rolling stock and in developing industrial transport at subordinate enterprises. Cognizance was taken of his statement that the results of the check would be discussed at a meeting of the collegium, and the ministry has taken steps to reduce car idle time on sidings, raise the level of loading and unloading mechanization, and develop industrial transport.

The committee also took cognizance of the fact the results of the check have been discussed at meetings of the Vinnitskaya, Voroshilovgradskaya, Kiyevskaya, L'vovskaya and other oblast people's control committees and a number of city and rayon people's control committees. Officials to blame for car idle time have been disciplined and fined.

Judicial Review

Moscow GUDOK in Russian 11 Jun 80 p 3

[Article by A. Sharova: "When Rail Cars Stand Idle"]

[Text] The volume of shipments on the Donetsk Trunk Line is growing ever more swiftly. As never before, railroad workers must concern themselves with increasing the efficiency and quality of their work. During the past three years, car turnaround on the trunk line has accelerated from 1.95 to 1.85 hours and idle time per freight-handling operation has been reduced by 36 minutes since the start of the five-year plan. These indicators are better than for the rail network as a whole. However, nonproductive losses are still high. Above-normative idle time on

sidings and in stations, overloading and shortloading, damage to rolling stock -- all are still with us. Lawyers are helping railroad workers combat these manifestations of mismanagement. Our story today is about how agencies of the Donetskaya Oblast procurator's office are standing guard over legislation on the thrifty use of means of transport.

Assistant transport procurator N. Tsarinnyy's workday began, you might say, as usual. A knock at the door and four people entered the office together. They introduced themselves as workers at the Torezskiy Electrical Equipment Plant -- transport shop chief Opanasenko, his deputy, Koval', legal bureau chief Kharchenko and dispatcher Meshcheryakova.

The electrical equipment plant is one of numerous Voskresenskaya Railroad Station clients. It receives raw material and ships out enterprise products to the far ends of the country. Recently, the plant transport shop has been slow in loading and unloading cars. The railroad has been paid more than 7,000 rubles in fines, a fact which has not gone unnoticed in the transport procurator's office. It was at N. Tsarinnyy's summons that the enterprise representatives were in his office.

On Nikolay Lazarevich's desk are invoices and bills of lading. He is interested in each specific case: why, for example, did two cars supplied for loading industrial equipment sit on sidings for three days, while a car with transformer oil waited 21 hours for unloading? And in general, why did cars at the plant take five and a half hours more than the norm to be processed?

Specific questions are asked, and the answers soon paint a far from cheerful picture. The enterprise track system is undeveloped. Loading and unloading are done basically by hand. The transport shop has no contacts with station workers and so empty cars are sometimes sent somewhere where there is nothing in the way of finished products to be loaded.

Plant representatives basically cited objective difficulties, but N. Tsarinnyy had already checked them out and knew how things were set up in the transport shop: poor labor organization, poor discipline. The procurator's office called this to the attention of enterprise leaders. However, the necessary conclusions were not drawn. And now, summing up the results of his discussions, the assistant procurator said those to blame for the idle cars would answer to the law: the procurator's office would bring charges against plant leaders in the people's court.

Since it was first created in 1977, the Donetsk transport procurator's office has established close contacts with all rail services.

"We immediately became aware that, relying on the force of law, the procurator's office was actively helping us combat the spendthrift use of cars and tank cars," says E. Kantardzhan, freight service chief. "It is one thing when there are write-ups, let's say, between the station and the client and

lines are levied, but it is quite another when the powers of the procurator are brought into action."

Many Donetskaya Oblast enterprises where cars and tank cars are processed slowly have already come to know the force of those powers. In 1979 and the first quarter of 1980 alone, the people's courts fined those to blame for above-normative rolling stock idle time upwards of 6,000 rubles on the basis of Donetsk transport procurator's office suits. More than 100 persons were disciplined and fined on the basis of procurator's office representations.

But the effectiveness of the procurator lies not only in this "chastising." The leaders of industrial enterprises have begun paying more attention to developing sidings, to mechanizing and expanding the loading-unloading work front, to increasing activity on holidays and days off. In 1979, car idle time on sidings was reduced by 20 minutes.

Recently, the procurator's office has taken an increasing interest in how the railroads themselves use rolling stock. It is after all no secret that justified claims are still made against them: freight is not delivered on schedule, cars with products stand idle for long periods in stations waiting to be shipped out, and loading and unloading are slow. The railroad pays fines, increasing in amount year by year, for these violations.

That is why the procurator's office has run checks at many stations. They have provided information on how cars sometimes are converted into "warehouses on wheels" due to irresponsibility and a negligent attitude towards their jobs on the part of station workers. For example, cars with coal for the Starobeshevskaya GRES left Sof'ino-Brodskaya, Voskresenskaya and Mochalinskaya stations after delays of up to 19 days. And that for a distance of only 100 km! Cars at Dronovo, Khanzhyenkovo, Rassypnaya and Rutchenkovo stations have waited up to several days to be dispatched. In the second half of 1979 alone, the procurator's office brought civil suit against 18 station chiefs to recover damages totalling more than 3,000 rubles. All suits were satisfied by the people's courts.

Work indicators for railroaders of the Donetsk mainline depend largely on the quantity and quality of the rolling stock arriving for loading from traffic control. Neighbors flood the tracks with enormous numbers of "sick" and dirty cars. The Donetsk line has created a strong repair base to restore them to health. As many empties are repaired here through routine uncoupled maintenance as are repaired on all other Ukrainian railroads put together, but the "generosity" of their neighbors translates into unnecessary expenditures for the trunk line, and more importantly, into idle time for empties already in short supply. Thus, data from a check shows that in a 50-day period, upwards of 5,000 damaged cars arrived through traffic control on the Donetsk mainline from the Southern line. Some 33,265 rubles was spent to repair them. Debal'tsevo Depot, for example, received 1,377 cars for routine uncoupled maintenance from the Southern line. Total idle time for them exceeded 28,500 hours.

The Donetsk transport procurator's office was justifiably interested in this mismanagement statistic. Based on facts about incoming damaged and dirty cars from the Southern line, an investigation was held; two criminal proceedings were instituted and sent to the Khar'kov transport procurator's office. Lawyers of this mining city hope that their colleagues on neighboring railroads will support them so as to make the force of law a barrier to localistic tendencies, lack of discipline and a nonstate approach to carrying out empties-disposition assignments.

...That same morning with which we began our story about the work of Donetsk lawyers, the court heard criminal proceedings instituted by the Ilovayskaya transport procurator's office. Those charged were railroad workers of Ilovaysk Station: flagman L. Lebedeva, traffic speed controller V. Bogdanenko and train marshaller Yu. Timofeyenko. They were accused of grossly violating the instructions for their positions and the rules of traffic safety by allowing a third uncoupling in an unmechanized gravity yard. The lack of discipline and irresponsibility of these people on the job led to the destruction of freight worth 3,396 rubles, seriously damaged a car, and only miraculously did not harm conductor V. Polyakov. After looking into the matter, the court made a just decision: L. Lebedeva, V. Bogdanenko and Yu. Timofeyenko were sentenced to one year of corrective work. One-fifth of their wages each month will be deducted to the state. Moreover, they will pay 1,200 rubles to recompense the damage.

The people's courts now have several criminal proceedings instituted by organs of the Donetskaya Oblast procurator's office in connection with the mismanaged use of rolling stock. This problem is the active concern not only of transport, but also of city, rayon and oblast procurator's offices. They are also checking each instance of violation of the transport legislation and taking the steps necessary.

Associates in the procurator's office are actively concerned with legal propaganda, lecturing and holding talks on transport legislation with railroaders and workers in the transport shops of enterprises and construction sites.

This is how, by relying on the force of law and using various civil and legal means, lawyers are helping railroad workers on the Donetsk trunk line solve one of the most important problems, that of speeding up car turnaround.

Shorten Idle Time

Ashkhabad TURKMENSKAYA ISKRA in Russian 12 Apr 80 p 2

[Article by V. Filatov]

[Text] Day and night, in any weather, laborers on the steel trunk lines stand watch. Rail transport today accounts for three-fourths of republic freight shipment and more than half its passenger traffic. Successful development of all branches of the national economy and increasing the production of industrial and agricultural output depend on its precise, smooth operation.

V. I. Lenin called this branch "...the primary or, I suppose, one of the primary bases of our entire economy." In actualizing the behests of our leader, the Communist Party and the Soviet government have constantly been attentive to comprehensively developing the steel rails, to providing them with new equipment and to improving transport services to the national economy and the population.

Following the CPSU Central Committee and USSR Council of Ministers Decree "On Steps to Develop Rail Transport in 1976-1980," a number of steps were taken in this direction in the republic. Considerable work was done to develop stations and repair centers at rail junctions; centralized dispatching, automatic switching and in-train radio communications were introduced; the track superstructure has been strengthened, and the level of overall loading and unloading mechanization has been raised.

Valuable initiatives approved by the CPSU Central Committee have found broad application at railroad enterprises and stations.

For achieving good results in the all-union socialist competition and for successfully meeting their plans and socialist obligations, the collective of the Ashkhabad Division of the railroad was awarded the challenge Red Banner of the CPSU Central Committee, USSR Council of Ministers, AUCCTU and Komsomol Central Committee. Among enterprises and organizations of the rail network, collectives of Kazandzhik Locomotive Depot, Krasnovodsk Station and the Kizyl-Arvatskiy Car Repair Plant were winners in the all-union socialist competition.

Important tasks face steel mainline laborers in the concluding year of the five-year plan. Standing a Leninist shock-work watch, diesel locomotive brigades of the Ashkhabad, Mary and Chardzhou locomotive depots decided to run all freight and passenger trains on economized fuel on the 110th anniversary of the birth of V. I. Lenin. The collective of the Kizyl-Arvatskiy Car Repair Plant obligated itself to repair and send out above the plan a Leninist echelon consisting of 50 tank cars by that important date.

The first three months of the year are past. What indicators did the collectives of republic railroad enterprises finish that period with? The Ashkhabad, Chardzhou and Mary divisions of the Central Asian Railroad successfully overfulfilled assignments for shipping freight. The transshipment of petroleum products, building materials and mineral fertilizers increased. The static load per freight car increased significantly and average daily car unloading grew: it was 108.8 percent on the road's Mary Division and 101.2 percent on the Chardzhou Division.

Recently, collectives of the railroad's divisions have begun working more persistently and purposefully on carrying out state shipment plans, on increasing the efficiency of transport production, and on using deep reserves more fully. Railroad workers are well-aware of where to look for these reserves and so are giving priority to accelerating car turnaround. The collectives of the Ashkhabad, Mary and Chardzhou divisions decided to free more than 3,500 cars for other uses this year using this very source.

However, the results of the first three months also reveal several negative aspects of rail transport operation. Car turnaround, for example, has not yet reached the norm and was 4.8 hours higher than the plan. Where are the losses being permitted? First of all, during freight-handling operations. For example, idle time per freight-handling operation at the road's Ashkhabad Division averaged four hours higher than the norm. Reducing idle time at commercial stations could provide a strong addition to accelerating car turnaround, but assignments for this indicator are not being met. In that same Ashkhabad Division, above-plan car idle time was 1.2 hours in March; in the Mary Division, it was 0.4 hours above the norm, and in the Chardzhou -- 0.5 hours higher. This is to be explained primarily by the numerous delays of freight trains at entrance signals, by malfunctions in diesel locomotives and by other violations of train traffic schedules.

Faster unloading is an important reserve for increasing transport efficiency. However, there are obvious troubles in this area at many stations. Delaying cars on sidings and unsatisfactory loading and unloading organization, especially at night and on days off, causes high losses. Last year, due to the unsatisfactory work done by individual links, above-normative idle time during freight-handling operations was more than 800,000 car-hours. As a result, industrial enterprises failed to receive upwards of 10,000 cars.

A great deal of car idle time is being permitted on the sidings of industrial enterprises, and especially grain-products centers, Vyshka Station, the Bezmeynskiy Quarry Administration and the "Ashneftemash" plant. In February, above-normative rolling stock idle time at the Mary Reinforced Concrete Products Plant of the "Marystroy" trust was 4,148 car-hours. The enterprise paid more than 8,400 rubles in fines. The loaded car idle time norms were exceeded four-fold at the Production-Technological Assembly Components Administration of the Glavkarakumstroy at Poltoratsk Station. The Ashkhabad Packing Plant, furniture factory and meat and dairy trade organization paid large fines for above-normative car idle time. Many such examples could be given.

In its Decree "On Steps to Improve Party-Political Work in Rail Transport," the CPSU Central Committee obligates local party committees to penetrate more deeply into the activity of the primary party organizations of road, station, locomotive and car depot, track district, plant and other subdivisions of rail transport and to increase their role as the supervisory nucleus of labor collectives. Party organizations are called upon to constantly influence improvement in transport, to approach evaluating the meeting of obligations by communists with the very highest principles, to combat manifestations of mismanagement resolutely, and to fight for work reliability and the efficient use of rolling stock, tracks and other technical means.

The decree demands that the primary party, trade-union and Komsomol organizations and economic leaders of rail transport develop socialist competition among railroad workers, support leading initiatives aimed at bringing internal reserves into play and increasing railroad operating reliability.

The consolidation of switching equipment and improvement in reciprocal information on incoming and outgoing cars merit all manner of support. Particular attention should be paid to organizing unloading on days off. Following the example of the leading transport and industrial enterprises in the country, coordinated actions by railroad workers and drivers, warehouse enterprise and center workers, should be improved, and cooperation among related transport collectives and industrial enterprise workers should be strengthened.

It is very important to take steps more quickly to mechanize loading and unloading, to increase warehouse capacity. However, there are quite a few leaders who consider it better to pay a fine for car idle time than to increasing siding track length, mechanize loading and unloading, or build a warehouse.

The problem of speeding up freight shipments and reducing car idle time is multifaceted. It must be solved at each station and each enterprise with consideration of specific conditions, but there is one thing common to all: a state-oriented approach. Therefore, each collective can and must find a point at which to apply its own efforts in solving problems connected with increasing the efficiency and quality of transport production. The extensive development of large-scale, truly combative, effective competition and the persistent introduction of leading experience and strengthening businesslike cooperation among related enterprises are the most important means of eliminating "bottlenecks" in republic rail transport.

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RAILROAD

AGRICULTURAL PRODUCTS SUFFER FROM LACK OF RAILROAD CARS, HANDLING FACILITIES

Refrigeration Problems

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 5 Jun 80 p 1

[Article by M. Mamedov and D. Melikov, correspondents (Baku): "The Early Crop Is Already Spoiling"]

[Text] An insistent ring sounded in the Baku news center of SOTSIALISTICHESKAYA INDUSTRIYA at 6 in the morning.

"Excuse me for calling so early. We have long lost track of day and night here," Seyran Kurbanovich Gulamov, secretary of the party committee of the Sovkhoz imeni 26 Bakinskiye Komissary in Astarinskiy Rayon, said anxiously into the receiver. "The fact is that our crop of early vegetables is spoiling. We have already lost around 1,000 tons of early cabbage. The reason? There are no refrigerated cars. And the cabbage this year is excellent, the heads are big, juicy and healthy, it is just a pity. I cannot calmly watch this crop, raised with such care, die before my eyes. We could send out 500 tons of it a day, but we have been shipping only around 100 tons at most. The line of vehicles parked at the railroad station with vegetables is hundreds of meters long. It is annoying. Everything was going well, we fulfilled the five-year plan within 4 years and promised to produce an additional 24,000 tons of vegetables this year. But I am afraid that all of our work will come to nothing although we raised, I repeat, a record crop."

I asked the secretary if the cabbage could be processed so that losses would be reduced somewhat.

He replied:

"That is just the problem. Nothing can be done with early cabbage. It is tender and delicate. It can neither be salted nor pickled...."

"It is simply disgraceful," Sh. Badalov, vegetable grower from the Sovkhoz imeni Dzhaparidze in Khachmasskiy Rayon, frankly said in an exasperated

tone. "It looks as though it is easier to grow cabbage than to turn it over to railroad workers. They have ruined all of our schedules, disrupted the rhythm and speed of harvest work and made us all irritable.

"More than 120 vehicles carrying cabbage are waiting at Charkhi Station to turn the cabbage in. They wait for days on end. Hours and days are being lost. The crop is also losing weight. Each 2 hours the cabbage waits there 'subtract' 3.7 percent of the crop's weight. This naturally means direct losses for the farmers as well. This kind of arithmetic certainly does not please people who have selflessly labored, and in difficult weather, to grow a good crop. The station chief shrugs his shoulders: There are no cars at the station. His colleague from Kusarchay Station is no 'richer' in railroad cars: Only 6 of the 36 requisitioned refrigerated cars have been cleared for loading. Crates of cabbage, packed back in May, are standing at the station. Naturally, little remains of its fresh appearance and juiciness. And the days, as if in spite, have been hot and sunny. No one knows how much longer the cabbage will have to stand in the sun."

Chingiz Abubekirovich Muzafarov, deputy chairman of the Azplodoovoshchprom Association, has depressing news.

"Things are going from bad to worse. Last year 10,245 refrigerated cars had been loaded with early vegetables by this date, but this year the total number is only 7,015 cars. And after all, railroad workers are quite aware that this year's crop will not be smaller than last year's, but even bigger. We requested 11,000 refrigerated cars for May long in advance. Prospects were excellent and we were delighted to agree to add 225,000 tons of early vegetables to unionwide supplies. We are receiving hundreds of telegrams. Consumers from 1,200 locations, in many union republics and 70 oblasts and krays, can hardly wait for the vitamin-rich produce."

Our conversation with Fikret Ibragimovich Kengerli, chief of the Azerbaijan Railroad, was a short one.

"We received 125 cars yesterday and 136 the day before. Today we had only 80 refrigerated cars by 6 in the morning. They might throw in a few more before the day is out."

"How many do you need?"

"A minimum of 500."

"How will you deal with the situation?"

"We are waiting for help from the USSR Ministry of Railways. Yesterday the minister, Comrade Pavlovskiy, ordered all stations to immediately send us refrigerated cars. We are waiting to see the results...."

And so are we.

Meat Handling Problems

Moscow GUDOK in Russian 13 Jun 80 p 2

[Article by V. Bazilevskiy, freight department chief (Saratov): "Refrigerated Car or 'Delivery Cart'?"]

[Text] There was a time when all perishable freight was shipped in ice-cooled railroad cars. They required the maintenance of ice stations and a large staff of workers. A great deal of machinery was also required to load these cars with ice and salt. Now there are less and less of these on the railroads. Insulated cars are also rare. They have been replaced by refrigerator trains and sections.

The new equipment has not bypassed the Cis-Volga Railroad. In connection with this, we have closed the icehouses at the Balashov, Kotel'nikovo, Astrakhan'-1, Astrakhan'-2, Trusovo and Yershov stations. Several others are also scheduled to be closed. But the use of refrigerators on wheels leaves much to be desired. The main problem is the nonfulfillment of turn-around assignments. Last year we paid over 2 million rubles in fines for this.

The operation of refrigerated rolling stock calls for precise planning, the concentration of loading work at the fewest possible stations and the strict observance of routing assignments. This means that shippers must arrange for the uniform shipment of freight throughout each 10-day period, on all days of the week, on Saturdays, Sundays and holidays.

How does the matter stand with us? The Saratov Refrigeration Combine, for example, ships small perishables--sausage, cheese and others--in batches of only 10-12 tons. Naturally, this does not contribute to a constant load. Here is another example. Each year the shipment of meat-filled pel'meni from Rtishchev and Balashov to Saratov in refrigerator cars is planned. But no provisions whatsoever are made for this kind of rail freight. This means that the responsibility is shifted to motor vehicle transport.

It was once proposed that consignors improve the planning for the shipment of perishables with a view to the use of the full carrying capacity of refrigerator cars, that operations be concentrated at one station and that section runs be at least 200 kilometers. Alas, this is not being done.

The Saratov Refrigeration Combine and Engel's Meat Combine, for example, generally plan for the transport of meat products in sections at two loading stations. The distance between them is less than 200 kilometers. The same meat combine regularly loads its products in a four-car section in Balakov and then adds more freight in Vol'sk. The distance between these stations, however, is only 35 kilometers. This kind of inefficient double loading is also the practice in Yekaterinovka and Rtishchev, Petrovsk and Karabulak, Yershov and Pugachevsk, and Anisovka and Krasnyy Kut.

Section No 5-2688 was loaded at the Rtishchev Meat Combine: Two cars for Anisovka and two for the Trofimovskiy-2 Station. The distance between them is no more than 30 kilometers by highway, and 50 by rail. The next day the same section was loaded in Balakovo and sent to the same stations. As a result, refrigerator cars were tied up for more than a week on short runs.

We have repeatedly requested the transport administration of the RSFSR Ministry of Meat and Dairy Industry to redistribute short freight runs between rail and motor transport. Unfortunately, our requests have still not been answered. The Cis-Volga Railroad has a huge operational load--its through and freight capacities are inadequate. And it is this kind of inefficient shipment of perishables in refrigerator cars that keeps them standing idle for 4-9 days, complicating railroad operations even more.

It would seem that the republic Ministry of Meat and Dairy Industry also should not be ignoring the fact that the cis-Volga enterprises under its jurisdiction are shipping products of poor quality. Car No 8448816, for example, was loaded at the Rtishchev-1 Station and sent to the Trofimovskiy-2 Station, with the freight to be picked up by the Saratov Refrigeration Combine. The products were delivered without delay, but N. Meyzner, the state product quality inspector in Saratov, charged the railroad with the responsibility for the spoilage of the freight 6 days after it had been unloaded. An investigation indicated, however, that the Rtishchev Butter Plant had shipped products which did not meet state standards. There are many such examples.

It would seem that the RSFSR Ministry of Meat and Dairy Industry should pay closer attention to these facts.

Grain Shipments

Moscow GUDOK in Russian 15 Jun 80 p 1

[Article by V. Ogurtsov, railroad branch chief (Yershov): "Announcement of Preparedness"]

[Text] The immense steppe region of the Saratov trans-Volga is now green with seedlings. The rains have filled farmers with confidence. And we railroad workers are preparing for the 1980 harvest.

The preparations for this began long ago, as soon as the last snow had left the fields. We know from experience that nothing is trivial in this work: Everything is important, and the slightest errors during the period of mass shipments often result in huge losses.

Let us consider, for example, the Ozinki-Yershov run. This is a single-track section of the railroad but it has a great deal of transit and local traffic. Grain-receiving enterprises are located at almost all blockposts along the road, and many grain trains from West Kazakhstan take this route.

There is more than enough work here in the harvest season. Besides this, more than 60 speed limit notices were issued here in the spring. But the railroad workers gathered together more people, and the railway administration also helped by putting in two track machinery stations, and now only one-third as many notices are issued on this section. We hope to completely do away with them by Railroadmen's Day. Trains carrying grain will be guaranteed a green light.

The short Pugachevsk-Balakovo section worried us even more. No major repairs had been performed here for 15 years and the speed of traffic was restricted. It was not easy to correct the situation, so that grain shipments would not be held up. But now much of the renovation work has been completed there.

To guarantee the uninterrupted operation of the grain conveyor, we are not losing sight of the belt lines of receiving points either. We are now performing major repairs on at least 20 kilometers of belt lines. According to our calculations, this will increase speed by at least 5-6 kilometers an hour. More than half of this work has already been completed, and we will finish it all in another month or month and a half. "Put the belt lines of grain elevators in excellent working order!"--this was the motto under which socialist competition was organized between road division collectives at the initiative of railroad foremen N. Dosov and V. Sadchikov.

Workers in other service branches are keeping up with railroadmen. "We are prepared to deal with the harvest even today," state repairmen from the mechanized car preparation point at Pugachevsk Station, where A. Petrenko is the foreman. A friendly brigade of car examiners did exemplary work in preparing a permanent boiler house for the harvest, enlarged the area for the flushing and repair of covered vans and installed a 5-ton electric gantry crane. Each day workers at this point plan to prepare at least 200 cars for the shipment of grain with the guarantee of high quality performance. The collectives of repair and flushing points at the Kraiyv Kut and Yershov stations are also prepared for a great deal of work. Three of our points will prepare up to 400 covered vans each day, which will surpass our own needs by 100-150 cars: We will provide ourselves with enough rolling stock and, if necessary, we will share with our neighbors.

Car examiners took on a commitment to renovate 2,000 covered vans over and above the assignment between May and October. The repair of grain racks and the production of compactors are also going well. Station units have a good supply of materials, spare parts, tools and work clothes.

Two years ago, bales of a million and a half tons of grain were left in station storage facilities and elevators in the cis-Volga, and even right on the steppe, by the end of the harvest season. To prevent a repetition of this, we have planned several measures in conjunction with motor transport and procurement workers. We will be assisted by agreements on competition between the collectives of grain-loading stations and grain-receiving

points for the efficient use of railroad cars and other means of transport and equipment.

The tone of the competition has been set by Yershov subcontractors. Yershov receiving clerk M. Taikh is again in the lead in the grain shipment race. A report in GUDOK has already told of how Mariya Pavlovna has taken on a commitment to make 1,000 extra covered vans available in the 5-year period by means of compact loading. Her example is being followed at all grain loading stations, procurement points and elevators.

Engine men from the Yershov Diesel Depot are also confident of their ability to cope with the harvest. They have reduced the number of incidental vehicle repairs by more than a third and are improving the technical condition of locomotives. The dispatcher staff is organizing comprehensive competition by all workers whose jobs are connected with grain freight traffic for the achievement of an average daily speed record of 800 kilometers. They hope to use more heavy and long trains.

There is no question that routing will also play an important part in the success of grain transport. Train dispatchers S. Kombarova and S. Belyakova, junction dispatchers A. Lagerev and V. Levneva from Yershov Station and many others are already increasing the speed of rail traffic, making use of the abundant experience accumulated in the sequential routing of grain transport. Their efforts, along with the achievements of workers in other service fields, give us reason to believe that the division's grain freight operations will be successful.

Fruits, Vegetables

Moscow GUDOK in Russian 17 Jun 80 p 1

[Article by All-Union Scientific Research Institute of Railway Transportation brigade: D. Levin, senior research associate, and N. Ibragimov, junior research associate (Tashkent-Moscow): "Shipping Vegetables in Through Trains"]

[Text] This year a good harvest of early cabbage has been raised in the zone served by the Central Asian Railroad. Railroad workers prepared fairly well for the mass shipments of this crop. Stations and points for the flushing, equipping and technical maintenance of refrigerator cars were prepared in time. By the beginning of the mass transport of early vegetables, the railroad had a reserve of more than 3,500 fully equipped refrigerator cars.

A system for the centralized monitoring and routing of cars at way stations and departure points has been instituted on the Central Asian Railroad. In this way, rolling stock suitable for freighting operations is immediately sent to loading stations and refrigerator cars that are out of order are sent for repairs at Syr-Dar'ya Station, where a special car depot is

located. Traveling mechanized brigades have been formed to take care of preventive inspections and minor repairs.

An analysis of the organization of perishable freight shipments on the Central Asian Railroad in recent years indicated that routing levels were not high enough and that much could be done to increase the length of routes. Until this year, through trains were sent only as far as Arys' Station, and then cars making the return trip were repeatedly called upon for overtime operations at stations along the way. The average length of fruit and vegetable direct shipments was less than 10 percent of the total shipping route.

What was keeping the routing level low and the length of direct train runs short? The procurement of fruit and vegetables is conducted by many organizations of various departments. This is the reason for inefficient transport and the fragmentation of traffic loads. Many procurement organizations lack the necessary material and technical facilities for the acceptance of fruit and vegetables and for the efficient preparation of this produce for transport. This is one of the chief causes of spoilage.

Improvement in planning could be instrumental in raising the freight routing level, improving the quality of transport and reducing losses of perishable goods. This is why a great deal of attention is now being given on the Central Asian Railroad to the optimal coordination of loading stations with designated lines and the reduction of the number of destinations and consignees. This has lengthened runs on the railroads of the central zone, the Urals, Siberia and the Far East. As a result, direct trains carrying early cabbage were first sent off to distant disbursal stations--Kandagach, Chelyabinsk, Altayskaya, Khabarovsk and Vladivostok.

Early vegetable shipment schedules were widely used in routing operations as the technological basis for the operations of stations, procurement organizations, sovkhozes and motor transport units. Interaction by workers of various departments improved the use of rolling stock.

Vacancies in passenger train schedules are used to accelerate the shipment of early fruits and vegetables. Dispatchers constantly monitor the observance of perishable freight routing plans.

The struggle to use rolling stock more efficiently is also an important part of the work of Central Asian Railroad personnel. An analysis indicated that the traffic load could be made more constant by increasing the park of refrigerated rolling stock with forced air circulation and the best thermo-technical features. The possibility of stacking freight higher and packing it into cars more densely arose. The experience in the shipment of early cabbage showed that stacking the freight one or two rows higher and packing it more densely do not have a negative effect on product quality. What is more, the load constant rises 25-40 percent. The widespread use of progressive experience in the utilization of the full capacity of refrigerator cars

made it possible for the railroad to use over 1,500 cars less this year for the shipment of early cabbage.

Staff councils, made up of workers in all service fields and representatives of party organs, have been set up in administrations and divisions to coordinate work during the period of mass vegetable transport.

Central Asian Railroad personnel realize that a great deal of work still lies ahead, and that the experience accumulated in the shipment of early cabbage must be used in the transport of other vegetables, gourds and fruit.

Automating Operations

Moscow GUDOK in Russian 17 Jun 80 p 2

[Article by A. Kabakov, special correspondent (Nal'chik): "Let Labor Cooperation Grow and Gain Strength!"]

[Text] Enterprises of USSR Goskomsel'khoshtekhnika [State Committee for the Supply of Production Equipment for Agriculture] occupy a prominent place among the clients of railway transport. Suffice it to say that total freight handling on their belt lines last year reached 2.5 million cars. It is a pleasure to report that serious steps have been taken in recent years to develop the transport operations of these enterprises.

The current affairs and concerns of the rail divisions of one of transport's chief partners were the subject of animated discussion at the all-union seminar-conference held just recently in Nal'chik to discuss "The Improvement of the Work of USSR Goskomsel'khoshtekhnika's Industrial Rail Transport." The conference was attended by Secretary M. Kul'bayev of the Kabardino-Balkarskaya CPSU Obkom, administrators of republic state committees and oblast associations, scientists and representatives of the railroad workers.

Our correspondent discusses the main topics of concern at the meeting in Nal'chik.

One of the chief indicators of the work of any transport division is the idle time of cars on its tracks. It is precisely idle time that represents the "yardstick of cooperation" for measuring the concerted effort of railroad personnel and the transport workers of clients. At enterprises of Goskomsel'khoshtekhnika, constant persistent work is performed for the purpose and goal of reducing the idle time of cars during freight operations and using cars more efficiently. The results of this work have not been bad: Average idle time during the first months of this year, for

example, was 0.27 hours lower than the figure for the same period of the previous year.

But Sel'khoztekhnika workers were not satisfied with this; on the contrary, their statements at the conference indicated concern, and sometimes even justifiable anxiety. As Deputy Chairman L. Poudnyakov of USSR Goskomsel'khoztekhnika pointed out, the average idle time of cars on the belt lines of the system's enterprises is still higher than the norm, and many cars which arrive are not unloaded for a long time, particularly on weekends and holidays.

What are the current plans for improving the work of Sel'khoztekhnika transport units?

All speakers agreed that only cooperation and the closest contact with railroadmen can bring about serious success in this work. There are many examples of this kind of coordinated interaction. Ample illustration can be seen in the well-known initiative of workers from the Ternopol'skaya, L'vovskaya and Ivano-Frankovskaya oblast Sel'khoztekhnika associations and L'vov railroad personnel, and the joint efforts of the Estonian SSR Goskomsel'khoztekhnika and Estonian branch workers.

The present objective is to make the progressive experience in cooperation accessible to all, stressed R. Sloma, chief of the railway transport administration of Goskomsel'khoztekhnika. It is not right that the successes achieved in the Ukraine, Belorussia, Moldavia, Armenia and Estonia have been accompanied by the most serious errors and inefficiency in the use of rolling stock in the Azerbaijan and Uzbek SSR's and at Sel'khoztekhnika enterprises in a number of other republics. Why is it that all cars arriving in the Kabardino-Balkarian ASSR are unloaded the same day while idle time in neighboring North Ossetia is more than 1.5 times the norm? The answer is no secret: Wherever special railroad transport services have not been established or wherever they do not have sufficient facilities, the cars are used improperly.

The servicing of rolling stock on belt lines can be improved considerably by expediting the acceptance of these lines by railroadmen and by mechanizing freight handling operations more extensively. Much was said about this at the conference, and V. Dubakov, deputy director of the All-Union Scientific Research Institute of the Material and Technical Supply of Agriculture, directed special attention to the future plans for comprehensive mechanization in his speech. He stressed that the mechanization and automation of handling and warehousing operations and the development of the container and parcel shipment of freight to rural areas in the next few years will not only substantially expedite delivery but will also reduce the idle time of rolling stock on belt lines. Experience in the parcel shipment of the products of several agricultural machine-building plants (Krasnyy Aksay, for example) has already proved that this can reduce idle time by half or two-thirds, considerably reduce product spoilage and lower total transport expenses.

Many interesting ideas were also expressed by railroadmen. Deputy Chief O. Serebryakov of the North Caucasus Railroad mentioned that a great deal of experience in the improvement of transport services in rural areas had been accumulated on the trunk line, particularly the Sal'sk branch, and discussed the reasons for the spoilage of freight and the slow processing of cars. Sel'khoztekhnika workers are still not cooperating enough with railroadmen, particularly in connection with the delivery of components and implements for agricultural machines in containers.

The most important task consists in developing comprehensive intersectorial socialist competition everywhere for the quicker delivery of freight to rural areas and the reduction of rolling stock idle time. The republic experience in this kind of competition was discussed in detail by A. Ishchenko, deputy chairman of the Ukrainian SSR Goskomsel'khoztekhnika.

The information that was given to conference participants regarding the work of Goskomsel'khoztekhnika enterprises in the Kabardino-Balkarian ASSR provided a graphic illustration of the kind of success that is made possible by labor cooperation. Here much has already been done to incorporate the latest methods of organizing interaction with transport workers, including the use of computers for data processing, the skillful employment of economic incentives and the strict and constant monitoring of car usage.

The group of problems now facing Goskomsel'khoztekhnika transport workers is extremely broad--ranging from the incorporation of automated control systems, including the "Railway Transport Automated Control System," to the organization of interaction by rail and motor transport units. All of these problems were discussed at the conference and the resolution of the problems will be indissolubly connected with the further consolidation of labor cooperation with railway personnel.

Crimean Vegetables

Moscow GUDOK in Russian 22 Jun 80 p 1

[Article by V. Chernoyvan, correspondent (Simferopol'): "The Crimean Vegetables Are Coming"]

[Text] The weather is hot now for Crimean railroadmen who have begun the mass shipment of early vegetables. The work has been orderly. The progressive method is used for loading refrigerated sections: from the field to the motor vehicle to the car. Because of this, the vegetables are fresh when they reach the consumer, as fresh as if they had just been picked.

The biggest shipments of agricultural products have been made by the Saki Station collective. Sections arrive here one after the other--two or even three a day. Each is filled 30 or 40 minutes quicker than the norm. This is mainly the result of good planning. The nearby Saki and Druzhba

sovkhozes prepare their products for shipment in accordance with schedules worked out in advance. When station workers notify them of the arrival of special-purpose rolling stock, they immediately send the vegetables to the loading site.

Vehicles filled with radishes, cucumbers, beets, carrots, green onions, parsley and dill arrive at the station one after the other. Loading brigades begin work immediately. This is how it was done when I was there. The loading shift, headed by experienced commander N. Zagorodniy, was on duty. When he learned that three sections were arriving, he ordered receiving clerk Yu. Baystryukov to inform the sovkhozes of this.

The first section arrived at 10:00 hours. Yardmaster N. Pogrebnoy directed it to one of the lines of the workyard. By this time the first motor vehicles had already arrived from the Saki Sovkhoz. The loading work had almost been completed when the second section arrived. Pogrebnoy directed this section to the loading site also, this time for the other sovkhoz--Druzhba. The loading of the first section was finished, and it set off for Dzhankoy, pulled by the locomotive which had delivered the second section. The shift loaded and dispatched the third section just as quickly.

Ostryakovo Station workers have skillfully organized the shipment of vegetables raised on the Gvardeyskiy Sovkhoz. They also work in close contact with farmers, loading the produce into refrigerator cars directly from motor vehicles. Here the shift of the assistant stationmaster, F. Suprun, performs excellent work.

Few trains are dispatched from Ostryakovo and, for this reason, loaded sections are transferred, with the consent of the branch dispatcher, to the neighboring station of Bitumnaya, where they are connected to the next departing train.

The shipment of vegetables has given traffic branch commanders more responsibilities. They are endeavoring to deliver refrigerator sections to loading stations and then to their destinations without any delays. Dispatchers I. Gorodnicha, A. Yas'ko and M. Korotkov have excelled in this work.

Around 8,000 tons of vegetables have already been sent to Moscow, Leningrad, Minsk and other industrial centers in the nation.

Khersonskaya Oblast

Moscow GUDOK in Russian 25 Jun 80 p 2

[Resolution adopted at a meeting of the aktiv of Khersonskaya Oblast Sel'khoztekhnika transport and procurement workers and other personnel:
"Comprehensive Transport Preparations for the Harvest Season!"

[Text] In the next few issues we will discuss in detail
the experience accumulated by the Khersonskaya branch

collective in comprehensive preparations for mass grain shipments.

This has been a difficult but gratifying year for our grain farmers. The weather in the spring and the beginning of summer changed the usual schedules: Many grain crops are maturing at the same time, harvesting will begin later than usual and, consequently, harvesting work will have to be orderly and quick. This will create additional difficulties for farmers. On the other hand, according to present expectations, this is a good year because harvest prospects are excellent.

We rail, motor vehicle, river and sea transport workers, procurement personnel and Sel'khoztekhnika workers are also concerned with the great tasks of the agricultural season. We have decided to mark the final year of the five-year plan with the exemplary comprehensive preparation of all means of transport in the oblast for the mass transport of the harvest. We are basing our work on the experience of our colleagues from the Sal'sk branch of the North Caucasus Railroad--the initiators of the intersectorial competition for exemplary transport services in rural areas--and on the experience of Leningrad and Odessa workers in the coordination of the operations of workers in all related fields.

Comprehensive preparation for the new harvest means attention to each detail and the provision for the uninterrupted operation of each link of the transport chain. After all, we all know that failures and sluggishness on the part of railroadmen, for example, can cancel out all of the efforts and achievements of car examiners and traffic monitors, while errors committed by motor transport and procurement personnel can result in a wave of delays and interruptions, which will engulf the entire operational chain, affecting even rail and river transport workers. We will make a maximum effort to be completely prepared for intense work.

The railroadmen of the Khersonskaya branch of the Odessa Railroad are concentrating on the renovation and remodeling of material and technical facilities in conjunction with improvements in technology. They have essentially already completed all repair work. Car examiners have put all three covered van preparation points in order. Freight personnel have inspected wagon scales at all stations. Traffic controllers have organized preliminary planning for the delivery of empty trains to grain-loading stations and the assembly of loaded ones. Stations have brigades for minor repairs on cars and grain racks, and the necessary material for this has been stocked. Procurement workers have firmly promised to assist railroadmen in this work: They will correct minor defects in covered vans. In turn, the railroadmen will assist in the maintenance of the belt lines of grain-receiving enterprises.

Procurement workers are keeping up with transport personnel. All elevator and storage facilities in the oblast are already prepared for the new grain crop--they have been emptied and disinfected, and their machinery is

working reliably. Motor transport workers are also ready for the harvest season. They are persistently incorporating the experience of drivers from Kakhevskiy Rayon in Khersonskaya Oblast, who, using the well-known method of the Saratov workers, will work according to an hourly computer-planned schedule during the harvest season. Sea and river transport workers will make their contribution to the common cause.

In other words, each person in his own job and all of us together will guarantee a solid transport rear in the battle for the harvest. The efforts of party leaders and trade-union activists are now focused on making the comprehensive approach to preparations mandatory on all levels--from the individual subdivision to the entire oblast transport system. We feel that only this approach will ensure the effectiveness of our efforts to comply with the decree of the CPSU Central Committee and Council of Ministers "On Measures to Ensure the Harvesting of Crops and the Procurement of Agricultural Products in 1980 and the Successful Wintering of Livestock in 1980-1981." This should become our first deposit in the bank of labor achievements dedicated to the coming 26th CPSU Congress. We are obliged to make a maximum effort by Comrade L. I. Brezhnev's high commendation of our land reclamation work. We will do our utmost to deliver the grain raised on irrigated lands to granaries without any losses and as quickly as possible. Each of us, recognizing his responsibility, will endeavor to prevent the slightest losses of grain during shipment.

We appeal to our colleagues, transport workers in other major grain zones--the Ukraine, Kuban', Stavropol', the virgin soil zone and Altayskiy Kray: Let us make every effort to make skillful and complete use of all opportunities and prevent the malfunctioning of the transport conveyor in the harvest season. Let us be completely prepared for the 1980 harvest!

Moldavian Produce

Moscow GUDOK in Russian 25 Jun 80 p 3

[Dialog between Chairman Dmitriy Ivarovich Ivashchuk of the Moldplodoovoshchprom Association and Chief Nikolay Semenovitch Deynaga of the Moldavian Railroad, and comments on dialog by (names illegible) (Kishinev): "The Flickering Green Light"]

[Text] Moldavia delivered more than 450,000 tons of fruit and vegetables to the nation's industrial centers last year. The plans for this year envisage an increase of more than a third in this volume. In spite of the long and cold spring, general harvest prospects are excellent. The main fruit and vegetable procurer in the republic--the Moldplodoovoshchprom Union Republic Agro-industrial Association--is completing its preparations for the season. One of the primary objectives is to shorten the route traveled by produce to the consumer.

As yet, unfortunately, there are numerous obstacles along this route. This causes the loss of the cherries, tomatoes, grapes and peaches grown with such determination and love.

How can the channels of these losses be plugged up? This is discussed today by Chairman Dmitriy Ivanovich Ivashchuk of the Moldplodoovoshchprom Association and Moldavian Railroad Chief Nikolay Semenovitch Deynega.

D. Ivashchuk: A certain amount of experience in our cooperation has already been accumulated over many years of work. In recent years we have begun to work out joint socialist commitments and joint undertakings to reduce the idle time of cars in freight handling operations. Weekly selector conferences are held regularly, attended by our personnel and railroadmen. Reciprocal inspections are also conducted. The work of the collectives of our Tiraspol' Procurement and Sales Association and the railroadmen in Bender, who have successfully incorporated a direct method for the acceptance, loading and shipment of fruit and vegetables from the field to the motor vehicle to the railway car, is a good example of productive cooperation.

N. Deynega: There are many such examples. And all of them, in my opinion, reflect the main feature of our interrelations--our common desire for the quicker and better delivery of fruit and vegetables to the consumer. Our people invest a great deal of effort and energy in keeping up with freight assignments and giving the green light to each car carrying produce. But it is no secret that the green light sometimes flickers for various reasons and that we create difficulties for procurement workers.

D. Ivashchuk: And you create serious difficulties. Remember last year, Nikolay Semenovitch, and remember the peak of the season in particular--from July to October. Of the total 34,500 cars we ordered, only slightly over 20,000 were delivered to us and loaded. Given this state of affairs, how could we keep up with our product shipment assignment? The failure to answer our requests for specific types of rolling stock creates even more chaos in our work. During the period in question, for example, we ordered 19,500 covered vans. We received only 11,000.

It seems to me that both of us must admit that there are still many substantial flaws in the organization of the transport conveyor.

N. Deynega: It would be difficult to argue with this. Our low level of organization is our Achilles heel. I feel that all of this stems from inaccurate day-to-day planning.

How are these shipments planned in general? Moldplodoovoshchprom advises us of the quantity of fruit and vegetables it expects to ship during the year. We include this figure in our annual freight plan, which is then ratified by the Ministry of Railways. Our quarterly and monthly planning

is based on association requisitions. But the maturation of each type of fruit and vegetable and the effect of weather conditions on their delivery to the station call for a certain degree of flexibility in the planning and performance of transport operations. This is why cars for fruit and vegetables can also be issued in accordance with claims, with the requisitions shippers submit 5 days prior to the loading date.

This is where the trouble begins. The Moldplodoovoshehprom Association submits unrealistic, usually exaggerated requisitions. It overinsures itself. Let us go back to the third quarter of last year. You ordered more than 29,000 cars. It is true that we could not completely comply with this request and could only provide you with 26,500. But after all, you loaded only 18,000 of them. And your cancellations were usually submitted on the loading date, when the rolling stock was already at the loading site.

D. Ivashchuk: Shortcomings in day-to-day planning were the topic of serious discussion in the association when last season's results were analyzed. The proper conclusions were drawn and several measures were taken to improve the entire process. These measures pertained to the quality of the requisitions themselves, the responsibilities of individual offices and the conditions of material and moral incentives for individual workers.

But let us clarify another matter. I have already said that car idle time is frequently connected with the failure to comply with requests for specific types of rolling stock. We need one type of car and you send another. There is also another problem. If work in the vineyards stops when it rains, how can we load grapes? Why would we need cars in this case? This is when we exercise our right to cancel requests for cars.

But there is also another problem--mechanization.

Listen to what happens. In our most productive years, the association ships more than 600,000 tons of fruit and vegetables. But the capacity of loading ramps and the number of belt lines, loaders, cranes and scales have not corresponded to this volume for a long time. This is why we often load cars manually.

N. Deynaga: You ask us to reserve 10,000-12,000 cars before the beginning of the season, and not 5,000. Naturally, this quantity of cars would be a great help. We will not argue the possibility of finding these additional thousands of cars. Let us say that we do find them. I ask you, where are we to keep them? Nowhere. There is not enough track.

Furthermore, you complain that we sometimes provide you with dirty cars in disrepair. This does happen. Why? Because our car flushing facilities are only half of what we need. Construction work on a refrigeration depot at the Bessarabian Station has been going on for 10 years now.

Workers of the Ministry of Transport Construction have finally promised to turn the facility over to us before the end of the first half of this year. But we evidently will not have it even by the end of the second half.

We must develop at the same speed and along the same lines, comprehensively. You mentioned the "Bendery" method. This is good and valuable experience. But it also proves that much can be done even under present conditions with the proper organization. Extremely accurate mutual planning is essential--as in the case, for example, in the Leningrad Transport Center (naturally, with consideration for the distinctive features of our shipments). Then we will be able to really move from reciprocal complaints to genuine reciprocal assistance.

D. Ivashchuk: Actually, you could assist us even now by speeding up the delivery of produce. Considering the maximum deadlines for the delivery of, for example, early tomatoes, it turns out that we can only send this produce to Novosibirsk, Kemerovo, Novokuznetsk and other industrial centers in complete through trains, and never in individual cars, as they have always traveled much slower. And these product delivery deadlines were set 20 years ago. Since that time the railroad has changed to a different type of engine, updated its rolling stock and replaced its ice-cooled cars, which disappeared long ago, with a park of refrigerator cars. You now use electronics and automated systems in your work.... But the delivery of freight has become more complicated.

I realize that these questions should not be addressed to you, the Moldavian Railroad, but to the Ministry of Railways....

N. Deynega: In turn, I want to ask you whether you procurement workers have tried to put on speed. Instead of putting together an entire through train and sending it to Novosibirsk, we have to pull a "hodge-podge" of individual cars, which often have to be sent to different stations.

D. Ivashchuk: No, here I must ask you to redirect your complaints to the USSR Ministry of Trade. They assigned us 1,350 consignees this year.

We have repeatedly requested the USSR Ministry of Trade to reduce the number of small fruit and vegetable consignees and to arrange for the acceptance of our products in large shipments at the wholesale bases of large industrial centers. But this problem is taking a long time to solve.

N. Deynega: The season, however, will not wait. The long spring drew up its own schedule for the maturation of crops, changing and consolidating the dates for harvesting and shipment. This calls for even more speedy and intense work from all of us.

We are now completing our preparations for the season. Cars left in reserve are being inspected and repaired. The park of refrigerator cars

is being put in working order. We have made a special effort to train receiving clerks, technicians and mechanics in automatic control operations.

Postscript to Dialog

As we can see, there are many problems facing procurement and railroad workers.

What lessons have both departments learned from their accumulated experience? Again, just as in past years, anxiety has been aroused in connection with the preparation of railroad cars and all Moldplodoovoshchprom facilities for the mass shipments of perishables. Schedules for the operations of rolling stock held in reserve by the Ministry of Railways for the shipment of early vegetables are being disrupted. Of the thousands of cars, only half are equipped with special grids. The situation has become so tense that Deputy Minister of Railways F. I. Shuleshko has ordered that 1,500 covered vans be removed from the ministry's reserves on the Odessa Railroad and sent in through trains to Moldavia. And what has happened? In 2 days only a third of this rolling stock has been dispatched. Besides this, every other car requires major repairs. The ministry's request for the preparation of 1,200 automated vans and 1,000 refrigerator cars in sections on the Moldavian Railroad has not been filled as yet either.

Early cherries are now being shipped by air to the inhabitants of Moscow, oilmen in Tyumen' and BAM [Baykal-Amur Trunk Line] builders.... This unique route will later be traveled by cherries, apricots, peaches and early apples. Before the end of July, Molplodoovoshchprom plans to send around 7,000 tons of just stone fruit crops to Moscow, Sverdlovsk, Kemerovo, Chelyabinsk, the Tatar ASSR and other large industrial centers in the nation. Consequently, delays in the preparation of cars for the shipment of early fruit and vegetables could create major complications.

An analysis of the interrelations of the two steady partners is also food for serious thought. It is simply amazing how much time and effort they waste on every type of argument and endless complaints.... But the main thing here is not the arguments, but the position they reflect: a departmental, isolated position. This alone seriously endangers the work.

It is with good reason that Moldavia is called the union's orchard. The beginning of a new stage in the development of this important area was marked by the decree of the CPSU Central Committee and USSR Council of Ministers "On Measures To Further Increase the Production and Procurement of Fruit in the Moldavian SSR." The republic's gross fruit output is to reach 1.8 million tons by the end of the five-year plan, and it should reach 3 million tons by the end of 1990. This test of the abilities of Moldavian procurement and railroad workers will be a serious one.

Grain Shipment Problems

Moscow GUDOK in Russian 26 Jun 80 p 2

[Article by A. Martynov, foreman of a preparation center (Syzran'):
"Reserved for Grain"]

[Text] At the end of last year the ministry sent a directive to railroads, ordering them to take the necessary steps to stop the use of covered grain vans for the shipment of other freight. Corresponding orders were also issued on the local level. As yet, however, there has been no apparent change for the better. On the contrary, we feel that the number of dirty and damaged covered vans has increased.

Sometimes an empty train arrives at the preparation center and we find it almost impossible to designate cars for grain and other foodstuffs because many of them have been used to ship cement, alabaster, bricks, glass and so forth. Just try to clean the cars after this.

Naturally, we do not refuse to do this. We flush out the residue, take care of minor body repairs and hang doors. There is a special combine at the preparation center for this purpose: Each month we install approximately 30-40 doors and check them against a pattern to make sure that they are hanging straight. But all of this is often an unnecessary bother because it eventually turns out that grain cannot be loaded into these cars anyway. This is why our output of rolling stock suitable for grain amounts to only around 30 percent.

Cars Nos 279-388, 251-2051 and 256-3026 arrived at our center just recently. We found soot in one, cement residue in another and steel wool in the third. Who loaded grain cars with these products? We do not know. I think it would be best to keep way-bills for covered vans, as is the practice with tank cars. Then we could learn the identity of the violators, penalize them and force them to change their habits in the use of scarce rolling stock.

The way-bills could also help us find the careless clients who leave up to 15 tons of freight in the train. Frankly, our hearts ache when we see this kind of waste. According to the most conservative estimates, more than 1,200 tons of this so-called "residue" accumulated at our center last year.

Mountains of the most diverse products litter the territory of the flushing center. And we have no facilities for their disposal. A few years ago we had a tractor with attachments and a trailer, but nothing lasts forever. The equipment served its time, we had to get rid of it and we were never given a new one. This is the fourth year we have been requesting it and submitting requisitions, but we have no tractor. We have to ask railroad or communications workers for help.

It seems to me that the preparation of covered vans for grain is not organized efficiently. In Syzran', where our car preparation center is located, the depot is expressly designated for tank cars. This means that we have to drive flushed cars all the way down the railroad to, for instance, Morshansk if the cars need substantial repairs. Frequently, however, no one wants to do this. And a processed covered van with a damaged roof is again loaded with cement or carbon black. Perhaps it would be best to make it mandatory for each depot, regardless of its specialty, to repair a specific quantity of covered vans.

8588

CSO: 1829

SECTIONAL REFRIGERATOR TRAIN PRODUCTION REPORTED

MOSCOW SOTSIALISTICHESKAYA INDUSTRIYA in Russian 7 Jun 80 p 1

[Article by E. Mokhorov]

[Text] Bryansk--The 3,000th sectional refrigerator train was built yesterday at the Bryansk Machine Building Plant. The possibilities for using the fleet of refrigerator cars have been far from exhausted. A plan already is being developed for refrigerator cars to deliver prepared dinner dishes. The "traveling kitchen" will make it possible to better organize the feeding of Tyumen' oil workers and the construction workers of the BAM [Baikal-Amur Trunk Line] and the Kansk-Achinsk fuel and power complex. Economists have determined that the hothouse farms being established in large cities of the middle belt are unprofitable because of the lack of sunny days. It is much more efficient to cultivate vegetables and greens in the sunny valleys of Central Asia and ship them from there. For the first time in the world, Bryansk machine builders are making 40-ton fish tanks for the shipment of live fish.

What are the prospects for development of the fleet of refrigerator cars?

M. G. Berenshteyn, chief designer for railway car construction of the "Bryansk Machine Building Plant" production association, said: "The Bryansk five-car refrigerator sections have no equals in the world in reliability, metal volume, and economic indicators in operation. For 8 years our output has been certified with the state Emblem of Quality. The pride of our plant also is our innovation--the RS-4 refrigerator section. Its carrying capacity with the same dimensions has been increased by 10 to 12 tons. We are working on a new truck. We have set ourselves the task of reducing the weight of every refrigerator train by 10 tons."

8936

CSO: 1829

BRIEFS

VEGETABLE SHIPMENTS--Baku--The chilly, rainy weather is still holding out in the subtropical zone of Azerbaijan, complicating the shipment of early cabbage. However, measures are being taken here to speed up the shipment of vegetables to the country's industrial centers. About 600 refrigerator cars have already left vegetable loading stations with the gifts of the generous earth. The management of the Nakhichevan' department and the rayprofsozh [rayon committee of the union of railway transport workers] announced a competition for the best transporting of the crop. Workers of all stations engaged in loading vegetable produce are taking part in it. The one who best fulfills the plan, achieves a higher level of routing traffic in blocks, and reduces the idle time of cars in freight operations will win. Three monetary bonuses, to be awarded each month, have been established to provide incentive to the winners.

[Text] [Moscow GUDOK in Russian 21 May 80 p 1] 8936

BAYKAL-AMUR LINE COMPETITION--Nizhneangarsk, Buryatskaya ASSR, 27 Apr-- An agreement on socialist competition and labor collaboration was concluded recently by the collectives of the Ulan-Ude department of the East Siberian Railroad, the "Nizhneangarsktransstroy" Trust, and the temporary operation department of the Buryat section of the BAM [Baykal-Amur Trunk Line]. The first train of the trunk line being built crossed the border of the autonomous republic as long ago as 1978, but in the past year the steel roadbed reached the shores of Baykal. Two BAM stations already are in operation now in the northern part of the Buryatskaya ASSR--Severobaykal'sk and Davan. The progress and pace with which more steel track is laid will depend to a considerable degree on the effort and coordination of personnel of the temporary operation department. In fact, 1.1 million tons of freight must be transported this year in the BAM's Buryat section. Ulan-Ude's experienced transport workers have undertaken to help the young railway workers collective in solving the important tasks facing them. In particular, they will help to organize the operation and repair of locomotives and to prepare different specialists. Exchange of experience by workers in the chief railroad skills will be organized. [Text] [Moscow PRAVDA in Russian 28 Apr 80 p 2] 8936

BAYKAL TUNNEL--On the eve of the 110th anniversary of the birth of V. I. Lenin, an important event took place in the Buryat section of the Baykal-Amur Trunk Line. The first joining of the transport and drainage passageway of the Baykal tunnel was carried out here. The final blasts thundered, the last small rail cars of rock were taken out, and the uniting brigades of tunnelers V. Smirnov and V. Leonov congratulated each other on the victory--completion of operations nearly 2 months ahead of the schedule planned. The Baykal tunnel is the second longest on the route--6.7 kilometers. Operations began here in the spring of 1976. Since the very first meters of tunneling through the Baykal Range, surprise after surprise developed. The hydrogeological conditions turned out to be extremely complicated. To the tunnelers' credit, they surmounted the difficulties brilliantly. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 14 May 80 p 17 8936]

NEW DIESEL LOCOMOTIVES--Lena--New diesel engines have taken trains over the most difficult segment of track in the western section of the BAM [Baykal-Amur Trunk Line]--the steep pass across the Baykal Range. They have arrived at the Lena-Vostochnaya station. At present, 50 diesel engines in the temporary operation department's locomotive fleet are running. Most of them service the 340-kilometer section of the mainline from Ust'-Kut to Severobaykal'sk. The flow of freight arriving by the BAM's western segment for the construction workers of the Buryat section of track is constantly increasing. In the other direction, hundreds of cars of timber and lumber are being sent every month. For this reason, the railroad workers require more and more powerful machinery. By the end of the year they will receive several more new locomotives and special cars to transport construction materials. [Text] [Moscow GUDOK in Russian 14 Jun 80 p 17 8936]

TRANSCONTINENTAL CONTAINER TRAIN--Longshoremen of Nakhodka and railroad workers of the Far Eastern Railroad and their fellow workers from Leningrad and the October Railroad have begun to put together direct express container unit trains to speed up the delivery of imported cargo. Recently the first such train arrived in Leningrad from the shores of the Pacific after traveling 9,700 kilometers. It completed this trip in 10 days, at the speed of a passenger train, delivering 74 large-capacity containers to the city on the Neva. In the opposite direction, a similar train carried 100 containers. [Text] [Moscow GUDOK in Russian 26 Jun 80 p 47 8936]

POWER-GENERATING RAILWAY CAR--Tests of a new power-generating railway car built at the Kalinin Railway Car Plant have been conducted successfully on a key section of the mainline connecting Leningrad with Moscow. During these runs, three of its diesel-electric units, each of 200-kilowatt capacity, were tested. Trial runs demonstrated the new car's dependable operation. [Text] [Moscow GUDOK in Russian 26 Jun 80 p 1] 8936

ELECTRIC TRAIN FOR YUGOSLAVIA--The collective of the Riga Railway Car Plant, together with the collective of the REZ [Riga Electric Machine Building Plant] has built the first electric train ordered by Yugoslav railway workers. The first ER-31 express train was delivered to the customers in a ceremony at the Riga Railway Car Plant on 15 May. General managers of a number of railroads, as well as specialists and representatives of the "Rudnap" export-import firm of the Socialist Federated Republic of Yugoslavia, had come to Riga. The deputy general manager of the railway transport association (Belgrade), Peter Stosic, thanked the Riga railway car builders for the good work and noted that foreign trade ties between the USSR and Yugoslavia are steadily becoming stronger and being developed. [Excerpts] [Riga SOVETSKAYA LATVIYA in Russian 16 May 80 p 3] 8936

ELECTRIC LOCOMOTIVE REPAIR--Chelyabinsk--The collective of the electric locomotive repair plant is welcoming the 1 May holiday in good spirits. The plan for April and 4 months has been fulfilled in accordance with all basic technical and economic indicators. In April Chelyabinsk workers sent out on the line 29 VL-10 electric locomotives (one had undergone major overhaul), more than 800 electric locomotive and diesel traction engines and auxiliary vehicles, 110 wheel pairs of the new form, and more than 150 tons of metal. Among those in the right flank is the holiday workers demonstration will be automatic equipment fitters of the electric locomotive assembly shop from the brigade of Sh. Shakirov. There are 15 persons in the leading collective, each one a highly skilled fitter. The brigade leader himself, as well as A. Povilyayev and V. Grigor'yev, have personal stamps of quality. The entire brigade has attained the right to turn over repaired assemblies, bypassing the technical control division. Shakirov's brigade is considered one of the best not only in its own enterprise. According to work results for the past year, it was recognized as a winner in All-Union socialist competition. [Text] [Moscow GUDOK in Russian 30 Apr 80 p 1] 8936

BAKU FREIGHT STATION OVERFULFILLMENT--Baku--In honor of the 60th anniversary of Soviet Azerbaijan and the republic's communist party, railroad workers of the Baku freight station fulfilled the state 4-month plan for loading and sending out products of the national economy 6 days ahead of schedule. Following the example of the Moscow mainline collective, Baku workers organized and dispatched nearly 260 heavily loaded trains, in which about 82,000 tons of various above-norm freight were transported, since the beginning of the year. By increasing the static load-carrying capacity by 0.36 tons, they economized more than 580 cars for additional shipments. Labor productivity has been increased by 1.6 percent compared with the target. In preparing to welcome the 1 May holiday in a fitting manner, the station collective decided to send off more than 100,000 tons of national economic freight above the 4-month plan by the end of the month. [Text] [Moscow GUDOK in Russian 30 Apr 80 p 17] 8936

TRANS-SIBERIAN RAILROAD SUBBOTNIK--Irkutsk--The East Siberian Railroad spreads out in two radials from Tayshet--one radial extends to the Lena River, the other crosses the Angara region, the Buryatskaya ASSR and part of Chitinskaya Oblast. More than 5,000 runs on economized electric power already have been made because of the communist subbotnik of the locomotive brigades of the Transsib [Trans-Siberian Railroad]. Yesterday 315 railway cars and 37 locomotives were repaired, 790 tons of metal scrap was collected, and 7.6 kilometers of track was repaired on the largest railroad in Siberia. Especially important work was performed in unloading rolling stock. Coal, construction materials, and fodder for livestock-raising farms of kolkhozes and sovkhoses--3,500 cars were emptied of the freight which had arrived just in Irkutskaya Oblast. More than 1,200 industrial enterprise workers came to help the railroad workers. They unloaded 770 cars over the subbotnik plan. [Text] [Moscow TRUD in Russian 20 Apr 80 p 27] 8936

SPECIFICATIONS OF GAS TRANSPORT VESSEL 'MOSSOVET'

WILLOW MIREBOY FLOT in Russian No 4, Apr 80 pp 45-49

[Article by L. Ivorovenko: chief of the Engineering Division of the Latvian Shipping Line: "The Gas Carrier 'Mossovet'"]

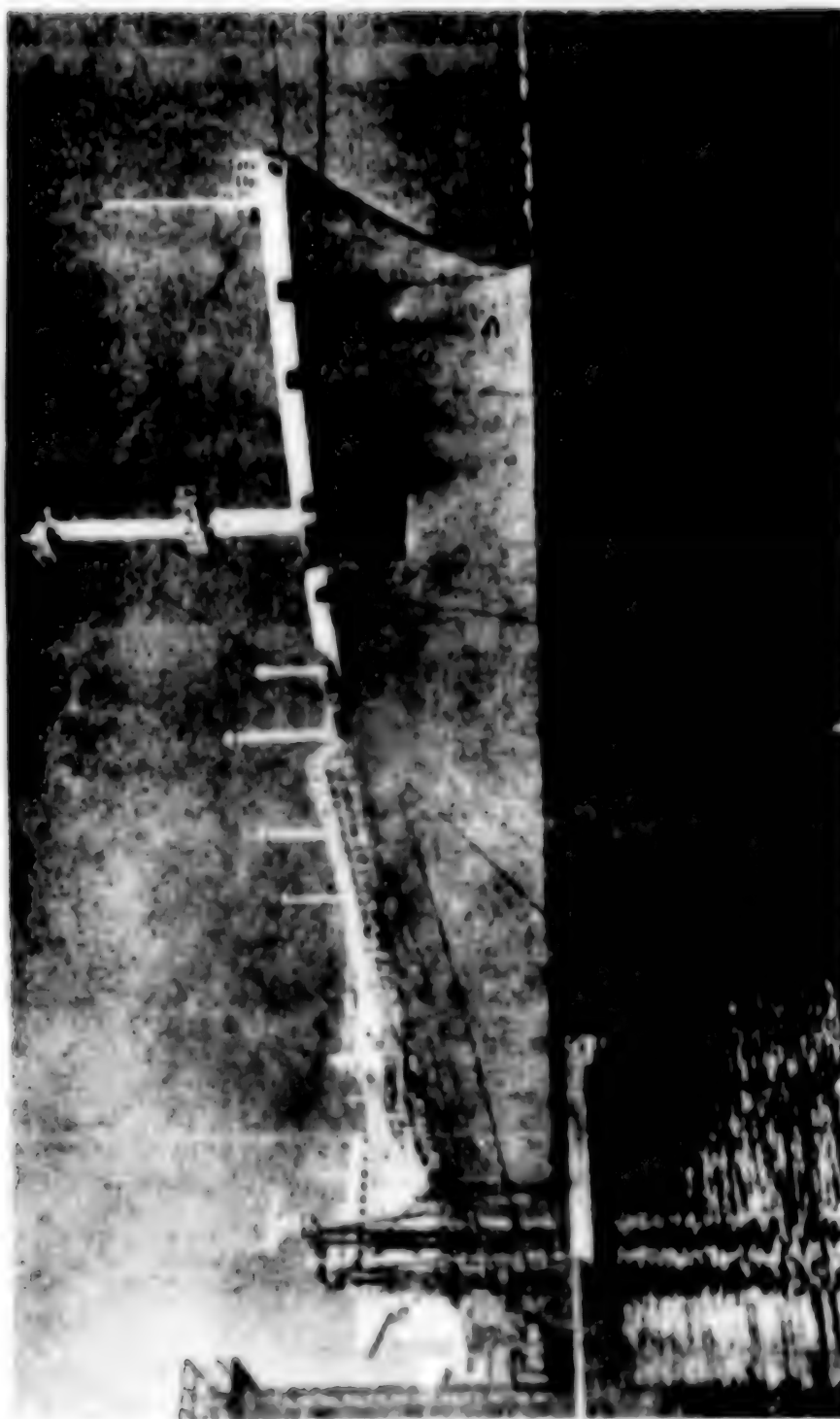
[Text] At the end of 1979 the Black Sea Shipping Line fleet was augmented by the type ship, "Mossovet," which was built at Italy's Breda shipyard in accordance with the rules of Norske Veritas and the USSR Registry class EN 0 L2 2 A1 (gas carrier), taking into account the requirements of international rules and conventions, the IMKO [Intergovernmental Maritime Consultation Organization] Code on the construction and equipping of ships that haul liquefied gas and the requirements of the U.S. Coast Guard for preventing pollution of the environment.

The ship is intended for the isothermic hauling of liquefied gases (ammonia) and petroleum gases (propane, butadiene, butylene, propylene and a mixture of butane and propane).

The "Mossovet" is a single-screw single-deck motorship without a forecastle, with bulb-shaped bow, transom stern, stern superstructure, and a deckhouse in the middle of the ship in which the compressor (or gas-handling premises) and electric-motor rooms and the cargo-operations control station (COP) have been placed.

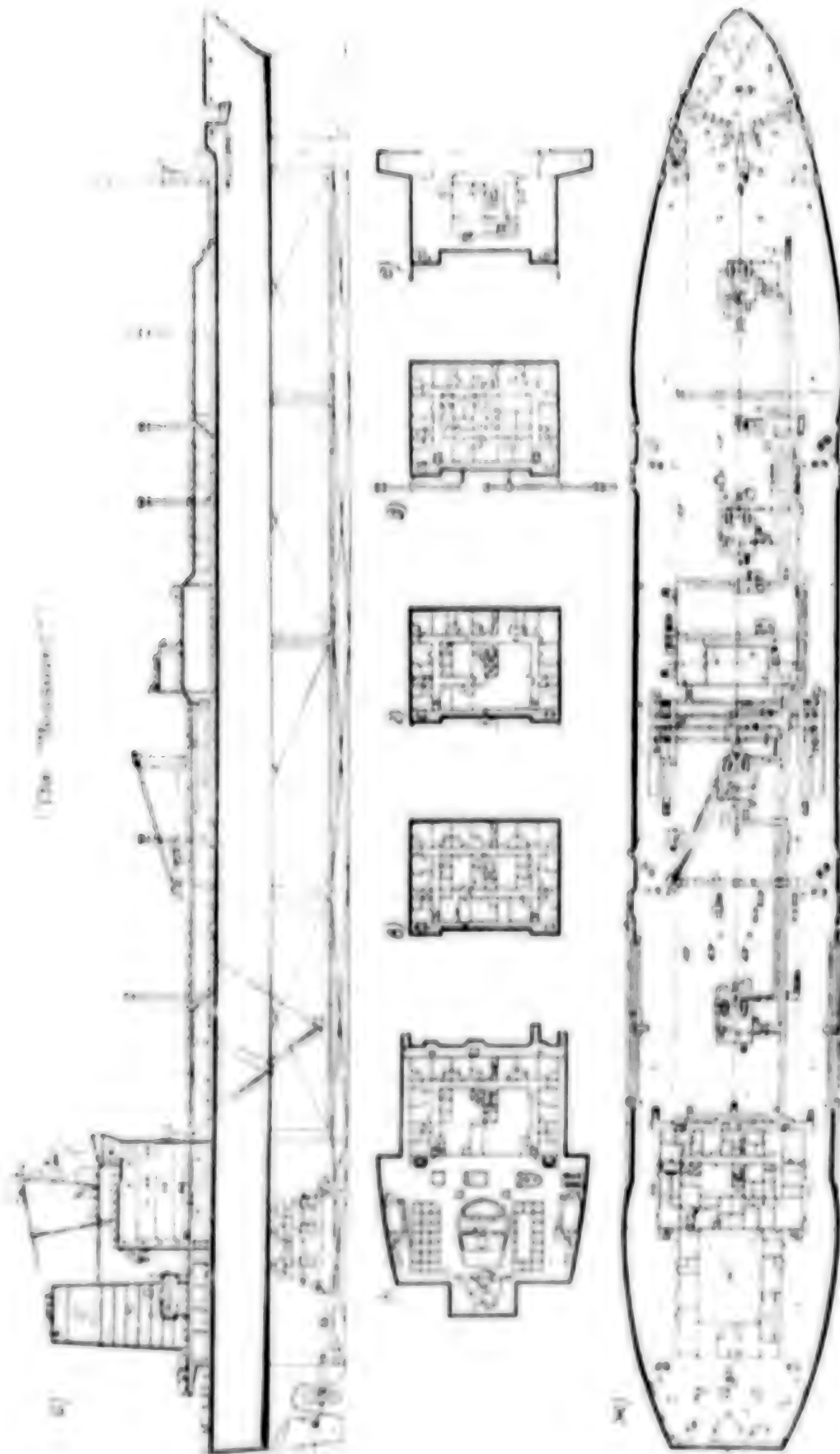
The ship's hull is of welded construction with double bottom, and with side-angled upper tanks that are intended for taking on ballast. In the cargo space area between the bow and stern cofferdams, the ship's hull is divided by three lateral watertight bulkheads into four holds, into each of which a cargo tank has been inserted, on special supports with hardwood liners. The tanks in all holds, except for No 1, are of approximately equal capacity and form in lateral cross-section a parallelepiped with sloped inner and outer angles for reducing the free surface for evaporation of the cargo in the tanks.

The tanks are made of strong cold-resistant steel and were designed for hauling liquefied gases with a density of 585 kg/m³ at a pressure of



Main Specifications of the Ship "Moskva"

Length			
Maximum.....	234.9 m	Cargo draft:.....	12.0 m
Between perpen-		Capacity of	
diculars.....	221.0 m	cargo tanks.....	75,409 m ³
Beam.....	35.8 m	Deadweight.....	55,000 t
Hull height.....	22.8		
		Capacity:	
		Gross.....	49,300 register tons
		Net.....	29,300 register tons
		Main engine	
		power.....	15.99 Mw
		Speed.....	17.5 knots



Key:
 Overall layout of the ship: a. Side view; 5. First deck; 6. Second deck;
 2. Third deck; 3. Fourth deck; c. Captain's bridge; and m. Main deck.

14.5 m and a minimum temperature of -48 degrees C. in order to prevent shifting of the tanks during rolling and pitching and the rising of empty tanks in case the interbarrier space (between the tank and the plating) in the hold is filled up, the tanks have been equipped with special fixtures that are designed for static and dynamic loads. On the outside the tanks are covered with a 100-mm layer of insulating material, faced on top with galvanized steel sheet 0.6 mm thick. In the upper center of each tank is a cupola 8x5 meters in size, which protrudes 700 mm above the main deck. The filler hole in the cupola gives access to the tank.

The longitudinal central plane of each tank has been divided into two halves by a watertight bulkhead strong enough to withstand the hydrostatic head of the fluid when one of the two tank halves is empty. A bulkhead terminates in the upper tank, in the area of the cupola's base, thus creating a common zone of vapor space. A shut-off valve that is controlled from the deck has been installed in the lower part of the bulkhead in each tank; when it is open, both halves of the tank are connected together.

Two R-2101-12 regulating type safety valves made by the Enraf (transliterated) company, a cargo-level indicator, instruments for controlling the temperature and pressure in the tanks, and an installation for transmitting load-parameter values to the wheel house and the cargo-control operations post (Ruch) have been installed on the cupola of each tank. All the liquid and gas pipelines pass through the cupola into the tank. The cargo handling system and the tank-ventilation system include all the equipment and instruments necessary for supporting cargo operations, holding cargo parameters within the prescribed limits during transport, cooling and warming the tanks, and ensuring the environment in the tanks and the holds to be inert. The division of the tanks into groups (1-2 and 3-4) and the arrangement of the gas carrier's cargo system will enable loading operations and hauling of two types of cargo to be performed simultaneously.

The ship is unloaded by 8 CI-200VI, 4TR-27E type multistage centrifugal impermeable pumps (one for each half tank), made by the Turan-Turka company, with a feed of 600 m³/hr at the 110-meter head developed by each pump and with drive off a 330-kw electric motor at a rotating frequency of 24.8 s⁻¹. With shore recovery of evaporated cargo vapors and simultaneous operation of all the impermeable pumps, one type of cargo is unloaded in 15 hours. A potential for unloading the cargo from both halves of a tank by one pump is specified.

Two vaporizers with a power of 1.43 MW each, for ammonia, made by the Villa Bourdelle company, maintain the prescribed pressure in the tanks during unloading (when there is no line from the shore to the ship for recovery of evaporated vapors). Two ventilating installations of the IMEV 780 type made by the Shiba (transliterated) company, with a maximum productivity of 10,800 m³/hr each, and two preheaters of 0.67 Mw power each made by the Villa Bourdelle company provide for ventilation and warming of the cargo tanks, shore recovery of the large vapors being evaporated during cooling of the tanks, and reception of the cargo. A system with ABBM 20W type nozzles for spraying inside the liquid-cargo tanks has been installed in the upper part of each tank. To cool the tanks prior to the start of loading,

The pressure and temperature of the cargo in the tanks is kept within the prescribed limits during transport by a system for gas reliquefaction made by the Termomekanika company, which consists of three independent identical installations. Each installation includes a two-stage double-action K 160-0 type 12,100 m³/hr compressor made by the Zultzer [transliterated] firm, with 160/100 pistons that do not require lubrication, a 0.50-Mw WPVD 204/1.1 type screw compressor made by the Gouden [transliterated] company, which is used instead of the piston compressor when butadiene is being hauled, and a condenser cooled by outside water. While ammonia or propane is being transported, the piston compressor, the condenser that is cooled by outside water, and a condenser cooled by Freon-22 are used, that is, a double-flow liquefaction system is implemented. Each of the three reliquefaction installations operates on a group of two tanks, the third installation being a reserve. Simultaneous operation of the three installations is specified.

For creating an inert environment in the cargo tanks and in the interbarrier space, and also for degassing the tanks with dry air, there is on the ship an inert-gas installation, which includes a GIN 5000-0.3 inert-gas generator of the Smith Owens company, with a productivity of 5,000 m³/hr. For maintaining the pressure of the inert medium in the interbarrier space (in the holds) during the voyage, the ship has a second generator of the GIN 50-7 type, made by the same firm, that has a productivity of 50 m³/hr. The generators operate on diesel fuel. A peculiarity of the combustion chamber of the generators is the absence of an internal lining.

An analyzer of the oxygen content in the combustion products regulates the burning process through a regulator and a servomotor by delivering a small amount of combustion products into the sprayer. In order to remove moisture from inert gas that passes through the washing chamber, a Freon-22 12,100 m³/hr cooler made by the Sabroye [transliterated] company, which is regulated automatically as a function of seawater temperature, is included in the system. The inert gas is given a final drying in a type 10F drying chamber made by the Delair company.

Inert gas is delivered to the cargo tanks under a pressure of 29.4 kPa through the gas lines. The installation provides for a content of no more than 0.1 percent of oxygen in the inert gas. Operation of the inert-gas system is monitored from the PCO.

In order to detect the occurrence of seawater or liquid cargo in the interbarrier spaces, a sensor that transmits an impulse to a light or sound signal panel in the main and the wheel house has been installed in the interbarrier space on the after bulkhead. Ejectors of the 80 TA/TI type, made by the Valente Vigorelli company, to deliver 20 m³/hr at the 10-meter head developed by each ejector, which are adapted for pumping out both cargo surplus and outside water from the holds, have been installed in the drying system.

Each hold is equipped with instruments for monitoring pressure and temperature and for signaling high and low temperatures and with devices for

transmitting the readings of the indicated parameters to the PUGO and the wheel house.

In order to detect the escape of gas and the accumulation thereof in dangerous places, the ship has been equipped with a LFG-3 type system, made by the Moss company, that includes an MSA LIRA 303 type instrument for detecting gas, a control panel with connecting tubes for sampling, and an electronic system for multiple-point monitoring and signaling. Samples are taken in the interbarrier spaces, the PUGO, the compressor and electric-motor rooms, at the outlet of the bow cofferdam air ducts and the tunnel of the double bottom, and in the area of the fore bulkhead of the engine room. Flash suppressors have been installed in each sampling tube. Exhaust gas is discharged into the atmosphere. Samples are taken at each measuring point automatically over a definite time interval. If a gas concentration that corresponds to 30 percent of the value of the lower explosion-hazard limit is observed, sound and light signal alarms are triggered. A Moss gas analyzer is installed in the PUGO.

The cargo system is controlled remotely from the PUGO, which is located in the middle deckhouse, above the electric-motor room on the catwalk-bridge level. The cargo-operations control panel is outfitted with instruments for automatic monitoring and signaling of working of the equipment and of the whole cargo system, with indicators of the ballast level, pressure and temperature in the cargo tanks and holds, and of the detection of gas. Execution of the commands for controlling the valve system, pumps and electric motors, compressors, fans, preheaters and vaporizers and the reliquefaction installation is indicated on a mnemonic diagram.

Fire protection for the gas carrier is provided by systems for water-extinguishing, water sprinkling, chemical-powder extinguishing, 1,000:1 and 100:1 pneumatic mechanical foam extinguishing, the Shalon-130, and carbon-dioxide extinguishing only for the main engine. There is also transportable fire-extinguishing equipment.

The water-extinguishing system includes two electrical centrifugal fire pumps with a delivery of 200 m³/hr with the head of 98 meters that the pump delivers, and an emergency centrifugal pump with a feed of 130 m³/hr at 98 meters with drive off an electric motor that is connected to the standby power supply panel. The water-sprinkling system is installed on the fore bulkhead of the stern superstructure, on the outer walls of the deckhouse and ships, on the cupolas and at the cargo uprights. The powder extinguishing system includes two 81-200 type installations made by the Silvan company, that are situated in the stern superstructure in positions along both sides of the ship, from which a dry chemical powder is fed under pressure to two monitors installed on the main deck that support delivery of up to 25 kg/s of powder at a distance of 35 meters and to 10-hose posts with dispensing bottles.

The compressor and electric-motor rooms in the deckhouse and ships are equipped with the highly effective Shalon-130 fire-extinguishing system made by the Silvan company. It includes 20 cans of 100 kg each of khalon

in the compressor room and two tanks of 60 kg each in the electric-motor room. Starting the system provides a prior alarm about the delivery of khalon into the area and closing of the ventilation system.

The protection is provided for the engine room by a 1,000:1 system of foam extinguishing made by the Silvani firm. Two stations for 1,000:1 foam extinguishing, in each of which are tanks for the foaming agent and water and two Mark MET-SIL 4001 AVF/EL foam generators, each of which has foam mixers for automatic mixing of the water and the foaming agent, are located in the stern superstructure on both sides of the ship, on the main deck. A 100:1 system of foam extinguishing made by the Silvani company provides protection for the premises in the stern structure.

The ship is equipped with the automated SPSP20E24 type fire-alarm system made by the Salvico Stromberg company. It includes smoke and heat detectors, which, when a source of fire appears, transmit an impulse to the central panel, which includes light and sound signaling. This system is connected with the emergency signaling system, which incorporates automatic shut-off of the ventilation system in the premises being protected. The storage battery component of the system is switched on automatically when the power grid is de-energized.

The main engine is a two-stroke crosshead direct-reversing diesel of the 9D8RV 80/160-4 type, made by the Bryansk Machinebuilding Plant, that has an effective power of 15.89 Mw at a rotating frequency of 2.0 s^{-1} and has three T680 6 type turbochargers. The engine is adapted for operation on liquid fuel that has a viscosity of up to 340 centistokes at 50 degrees C.

Two self-cleaning Mark MARX 313 separators for heavy fuel made by the Alfa-Laval company, with a productivity of $6.5 \text{ m}^3/\text{hr}$, and one diesel-fuel separator, the Mark MARX 208, made by the same firm, with a productivity of $4.2 \text{ m}^3/\text{hr}$ and with an automatic system for control and monitoring, have been installed in the fuel-preparation system. Fuel viscosity is maintained within the prescribed limits by a VISC 21P type automatic regulator made by the Eurocontrol company.

The four main air compressors and one emergency compressor meet completely the operating requirements and the propulsion plant's needs for compressed air. Steam is generated by an SRD-type auxiliary boiler made by the Sanrod company that has a steam-generating capacity of 6.5 tons per hour, and by a water-tube heat-recovery boiler, made by the same company, that operates on exhaust gases of the main engine and has a steam-generating capacity of 3 tons per hour at a pressure of 0.68 MPa.

The ship's electric-power plant consists of four 300W8 type AC generators made by the Apres company that have power parameters of 360 kw, 380 volts and 50 Hz each and are driven by 6028HJ diesels that are made by the Burmeister and Wain company and generate 1.1 Mw of power each at a rotating frequency of 10.5 s^{-1} , and a Type 10 3006V emergency generator of 100 kw, 380 volts and 50 Hz, with drive off an engine made by Isotta Fraschini and with a power of 0.11 Mw at a rotating frequency of 25 s^{-1} .

In accordance with the automation sign for the propulsion installation in the ship's class symbol, the automation system of the machine installation provides for remote control of the main engine from the TsPU (central control post) and the wheel house. A control panel has been installed and instruments for monitoring the main engine and auxiliary mechanisms have been concentrated at the TsPU. The system for signaling, monitoring and protecting the mechanisms, which is made by the Sepa company, enables the MKO [engine and boiler room] to be serviced without a watch.

A distilling plant of the JWSP-36-150 type, made by the Nirex firm, that has a productivity of 35 tons per day and operates by use of the heat of the cooling water from the main engines augments the fresh-water reserve aboard the ship.

A bilge-water separator made by the Navinplant company that has a productivity of 5 m³/hr has been installed in the main engine room. It is equipped with an automatic device that controls the quality of the separated water that is discharged overboard.

A type 3.1 incinerator made by the Fredriksstadt company that burns 65 kg/hr of liquids and 75 kg/hr of solid wastes has been installed on the ship for the destruction of wastes from the separation of fuel and lubricants, as well as rags, trash and household-type waste. Waste from bilge-water separation is to be fed into the incinerator. The automated installation for bacteriological treatment of drain water, which is of the Super-Trident-65 type and is made by the Khamvorsi [transliterated] company, has a productivity of 15 m³/hr and is intended for 50 people.

The refrigeration installation that services the food compartment unit consists of two 2PK24K22-type compressor-condenser units made by the Stal [transliterated] company, each with a productivity of 439.6 MJ/hr each. The installation is situated in the engine room and it uses the cooling agent Freon-22. The installation has been completely automated.

The ship's berthing and office rooms have been equipped with a ventilation and air conditioning system made by the Flektfabriken company that incorporates two cooling installations that were made by the Stal firm and have a productivity of 837 MJ/hr each. Engine-room air is conditioned by an autonomous cooling installation with a productivity of 364 MJ/hr that is made by the same firm. The inlet ducts of the ventilation and air-conditioning system have been equipped with gas detectors and covers that are impermeable to gas. In case gases get into the system, automatic shutoff of the ventilation is provided for.

The steering arrangement consists of a streamlined semibalanced rudder and a 100-ton type electrohydraulic machine of 2.2 MN m torque, made by the Trident company.

The gas-carrier's propulsion device is a one-piece five-bladed screw 6.8 meters in diameter that was fabricated from nickel-aluminum bronze.

The stern tube of the propeller-drive shaft, with bearings cast with bab-bitt, is equipped with a Simplex-Compact stuffing-box seal.

The ship has been equipped with three bower anchors weighing 12.3 tons each, including a sheet anchor. The anchor handling gear consists of two hydraulic-drive windlasses mated to automatic mooring winches; an 87-mm gage anchor chain; devices for measuring the length of anchor chain paid out; and stoppers intended for locking and fastening the anchors, which, because of the absence of hawse pipes on the ship, are hauled in on deck. The anchor-handling arrangement is equipped with a system for controlling the paying out of the anchor remotely from the wheel house. Six automatic mooring winches have been installed on the ship for performing the mooring operation. Pump units with hydraulic drive for deck mechanisms are located at bow and stern stations.

Rescue equipment consists of two tanker-type motor sloops with a capacity of 50 people each, three self-inflating rafts, two of which are designed for 14 persons each and one for 6 people, and a working motor sloop. Each member of the crew is equipped with a respirator, for the charging of which the ship has a special compressor.

The ship's crew is accommodated in single-berth cabins with individual sanitary facilities. Also, there are two two-berth cabins for trainees and a cabin for a pilot. The ship has a sports hall, a swimming pool, places for individual exercise and recreation, a library and a medical complex. The rooms were laid out and decorated in accordance with modern requirements.

The gas carrier is equipped with the newest electronic radio-navigation equipment and instruments, which provide for safety of navigation and reliable radio communications.

The "Mossovet"-type gas carriers will consist of two ships. The second ship, the "Lensovet," will go into operation in the first half of 1980.

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OCEAN AND RIVER

NEW HYDROFOIL TO BE BUILT IN POTI

Tbilisi KOMUNISTI in Georgian 31 May 80 p 3

[Article by Gruzinform Correspondent A. Sharshunov: "New Ship Takes Wing"]

[Excerpt] That day--27 May 1980--will be long remembered by the workers of Shipbuilding Plant imeni S. Ordzhonikidze. A long-standing dream of Georgian shipbuilders--the new diesel hydrofoil "Kolkheti"--is coming true in metal.

A rally was held at which a unanimous telegram was drafted to the CPSU CC and CPSU CC General Secretary and USSR Supreme Soviet Presidium Chairman Comrade L. I. Brezhnev.

On that festive day, the plant was visited by CPSU CC Politburo Candidate-Member and Georgian CP CC First Secretary E. A. Shevardnadze. With him was GSSR Council of Ministers First Deputy Chairman N. A. Chitanava.

A Reliable Ship

Now it is still in the sketch and model stage, graceful and trim, unequaled in shipbuilding. At first glance it does not differ from the widely known "Kometa," the world's first hydrofoil, which the plant has been building now for 20 years. But behind that outward similarity we can sense what scientific-technical progress has given us in recent years. It hasn't even been built yet, barely the first seam has been welded on the future hull, yet orders are already coming in, including from abroad.

This is only logical: the new winged vessel will carry 120 passengers, and it will have a speed of 60 kilometers per hour. The comfort level of this reliable ship, which can sail under rather rough sea conditions (five points), is provided by automated foil control equipment which imparts stability during rough weather. The engine room is placed in the stern, which reduces noise and vibration. Air conditioned lounges, new materials used in the construction, and so on, are just a few of the vessel's innovations.

The labor traditions of Poti's shipbuilders have made the new vessel possible.

OCEAN AND RIVER

DELEGATION TO KOTKA, FINLAND, DISCUSSES CHANNEL WIDENING

Helsinki HELSINGIN SANOMAT in Finnish 25 Mar 80 p 23

[Article: "Soviet Union Continues Interest in Mussalo Deep Harbor: 15-meter Channel Best Guarantee of Collaborative Planning"]

[Text] The Soviet Union continues to be interested in the Mussalo deep harbor planned at Kotka, which envisions a 15-meter channel on the east side of Suursaari Island. At the invitation of the Soviet foreign trade commission, leaders of the Kotka technical and harbor administration will travel to Moscow in early April to negotiate possible Soviet participation in the planning of a new great harbor.

Soviet Embassy Consultant A. Maklakov has invited the following to negotiate in Moscow: Osmo Leino, Kotka technical assistant city manager; Ilmari Elo, harbor manager; and Gerhard Eriksson, business manager of the Kotka Stevedoring, as a representative of the Kotka harbor users who is also business manager of the Oy Blomberg Ab stevedoring firm in Hamina.

For a number of years the Soviet Union has been increasing its transit shipments through the Kotka and the Hamina harbors. In 1979 close to 230 Soviet commercial vessels stopped at Kotka. The Soviet transit traffic is expected to expand beyond that figure in 1980.

The use of a 15-meter channel is considered the most likely assurance of possible Soviet participation, to some degree, in the construction of a new Mussalo harbor. If this 15-meter channel passing on the eastward side of Suursaari Island and leading directly to Mussalo at Kotka is not constructed the depth of the Mussalo harbor must then remain at 13 meters.

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